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DEPARTMENT OF COMMERCE.

Bureau of Air Commerce.

AMENDMENT TO THE CIVIL AIR REGULATIONS

AMENDMENT NO. 3

Pursuant to the authority contained in the Air Commerce Act of 1926 (44 Stat. 568) as amended by the Act of February 28, 1929 (45 Stat. 1404), the Act of June 19, 1934 (48 Stat. 1113), the Act of June 19, 1934 (48 Stat. 1116), and Sections 11 and 12 of the Act of June 12, 1934 (48 Stat. 933, 937), Chapter 60[1] of the Civil Air Regulations approved to take effect November 1, 1937, is amended to read as follows:

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60. AIR TRAFFIC RULES

60.0. PROVISION FOR ISSUANCE: Pursuant to the provisions of the Air Commerce Act requiring the Secretary of Commerce to provide regulations for the rating of aircraft, airmen, air navigation facilities, air carriers and flying schools, and for the navigation, protection and identification of aircraft, and for prohibiting the operation or navigation in violation thereof, the following air traffic rules relating thereto, in addition to those prescribed elsewhere in the Civil Air Regulations, are hereby prescribed.

60.1. DEFINITIONS

60.100. *Civil Airway:* A civil airway is a route in the navigable airspace designated by the Secretary of Commerce as a route suitable for interstate or foreign air commerce and includes the airspace located vertically above an area on the horizontal plane contained within lines encircling each terminal airport, intermediate airport, and other intermediate point, specified on such airway within a radius of 10 miles from the center of such airport or other specified intermediate point and also contained within two parallel lines located 10 miles from the center line connecting the terminal airports by way of each intermediate airport or other intermediate point specified to designate the route of such airway. Each civil airway shall also include the terminal and intermediate airports, emergency landing fields and all other air navigation facilities located, or which may be hereafter located and established, within the said area. No civil airway shall include an airspace reservation, or any part thereof, set aside and protected pursuant to the provisions of Section 4 of the Air Commerce Act of 1926, the navigable airspace above non-territorial waters, nor the navigable airspace above foreign territorial lands or waters. (For a list of civil airways, see CAR 60.20.)

60.101. *Airspace Reservation:* An airspace reservation is the airspace located vertically above an area on the surface of the land or water designated and set apart by an executive order of the President or by a State for purposes of national defense or for other governmental purposes. (For a list of airspace reservations, see Appendix A and B.)

60.102. *Control Airport:* A control airport is an airport which has been so designated by the Secretary to provide for the safety of aircraft moving in interstate or foreign

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[1] 2 F. R. 2540 (DI).

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air commerce. (For a list of control airports, see CAR 60.21.)

60.103. *Control Zone:* A control zone is the airspace above an area within a circle with a radius of 3 miles drawn from the center of a control airport: *Provided, however,* That if a radio directional aid station designed to direct air traffic to the control airport is more than 3 miles from the center thereof, then the control zone is extended above an area one-half mile on each side of a line projected from the center of such airport to such radio aid.

60.104. *Zone of Intersection:* A zone of intersection is that part of a civil airway which overlaps and lies within any part of any other civil airway.

60.105. *Control Zone of Intersection:* A control zone of intersection is the airspace above an area within a circle with a radius of 25 miles drawn from the center of the zone of intersection as specified in CAR 60.106 (a), (b), or (c).

60.106. *Center of Control Zone of Intersection:* The center of a control zone of intersection is:

(a) The radio range station located at an intersection of airways, or

(b) the center of the intersection of the "on course" radio range signals projected down intersecting airways, or

(c) the center of an "on course" signal projected down an airway, at a point designated by the Secretary.

60.107. *Green Zone of Intersection:* A green zone of intersection is a zone of intersection of a green civil airway in which through traffic on a green civil airway continues through such zone at a constant altitude, and in which zone traffic on the intersected amber, red, or blue civil airway shall proceed as outlined in CAR 60.58410, 60.58420, and 60.5843.

60.108. *Amber Zone of Intersection:* An amber zone of intersection is a zone of intersection on an amber civil airway in which through traffic on an amber civil airway continues through such zone at a constant altitude and in which zone traffic on the intersected red, or blue civil airway shall proceed as outlined in CAR 60.58420 and 60.5843.

60.109. *Red Zone of Intersection:* A red zone of intersection is a zone of intersection on a red civil airway in which traffic on a red civil airway continues through such zone at a constant altitude and traffic on a blue civil airway shall proceed as outlined in CAR 60.5843.

60.110. *Zone of Intersection Priority:* That part of an amber, red, or blue zone of intersection which may overlap and lie within a green zone of intersection shall be considered as the green zone of intersection, and that part of a red or blue zone of intersection which may overlap or lie within an amber zone of intersection shall be considered as the amber zone of intersection, and that part of a blue civil airway which may overlap or lie within a red zone of intersection shall be considered as the red zone of intersection.

60.111. *Alternate Airport:* An alternate airport is an airport, other than the point of first intended landing, specified in the flight plan, and to which the flight may be directed in case of emergency.

60.112. *Radio Fix:* A radio fix is a geographical location on a civil airway, above which the position of an aircraft in flight can be accurately determined by means of radio only. (Such as a cone of silence marker, Z type marker, fan type marker, or intersection of radio range "on course" signals.) (For a list of designated radio fixes, see CAR 60.23.)

60.113. *Check Point:* A check point is a geographical location on the surface of the land or water, above which the position of an aircraft in flight can be accurately determined by means of visual reference. (Such as a river, highway, mountain, bridge, lightship, etc.)

60.114. *Radio Range Station:* A radio range station is that point in a radio station from which radio signals are emitted for the purpose of assisting an aircraft to maintain a course.

60.115. (Unassigned)
60.116. (Unassigned)
60.117. (Unassigned)
60.118. (Unassigned)
60.119. (Unassigned)

60.120. *Airway Traffic Control Station:* An airway traffic control station is a station operated by the Bureau for the purpose of air traffic control on civil airways within the jurisdiction of such station. (For a list of airway traffic control stations, see Appendix D.)

60.121. *Airway Traffic Control Area:* An airway traffic control area is an area within the limits of designated civil airways and over which a particular Bureau airway traffic control station exercises traffic control. (For a list of airway traffic control areas, see CAR 60.24.)

60.122. *Airway Communications Station:* An airway communications station is an airway radio, teletype, or other communications station operated by the Bureau.

60.123. *Airport Control Tower:* An airport control tower is an establishment properly situated and equipped to allow an operator thereof to adequately control air traffic in the immediate vicinity of the airport on or adjacent to which such airport control tower is located.

60.124. (Unassigned)
60.125. (Unassigned)
60.126. (Unassigned)
60.127. (Unassigned)
60.128. (Unassigned)
60.129. (Unassigned)

60.130. *Contact Flight:* Contact flight is flight of aircraft in which the attitude of the aircraft and its flight path can at all times be controlled by means of visual reference to the ground or water.

60.131. *Instrument Flight:* Instrument flight is flight of aircraft in which the visual reference in CAR 60.130 is not continuously available and the attitude of the aircraft and its flight path can be controlled in part or in whole by reference to instruments only.

60.132. *Over-the-Top Flight:* Over-the-top flight is flight of aircraft made above an overcast, usually a cloud formation.

60.133. *Flight Plan:* A flight plan means a plan of flight which shall contain the following information:

(a) The aircraft identification mark, or the name of the governmental service in which the aircraft is employed, if so employed, or the name of the airline operator and the trip number, if engaged in scheduled airline service.

(b) The type of aircraft involved and the number of aircraft making the flight, if the aircraft are in formation.

(c) The name of the pilot, or of the flight commander if the aircraft are in formation.

(d) The point of departure of the particular flight for which such plan is being filed.

(e) The proposed cruising altitude or altitudes.

(f) The point of first intended landing.

(g) The proposed cruising airspeed.

(h) The radio equipment carried in the aircraft. (If no radio—NORDO; if radio receiver only—RONLY; if two-way radio, statement of transmitter frequency to be used.)

(i) The proposed time of departure. (The time of departure shall be considered as the time when the aircraft leaves the ground.)

(j) The estimated elapsed time until arrival on the ground at the point of first intended landing. (For scheduled operation, the first stop to be made, together with additional stops if requested by an airway traffic control station.)

(k) The alternate airport, if the flight is to involve instrument flight.

(l) The route, if other than a direct course, and any other pertinent information which the pilot deems useful for control purposes or which may be requested by an airway traffic control station.

60.134. *Approved Flight Plan:* An approved flight plan is a plan of flight, containing the information required by CAR 60.133, which has been approved solely with respect to known air traffic conditions by the Bureau airway traffic control station into the control area of which the flight will first enter. (For a list of airway traffic control areas, see CAR 60.24.)

Note.—Approval of a flight plan is an authorization for an aircraft to proceed in accordance with the provisions of such flight plan only insofar as known air traffic conditions are concerned and does *not* constitute authority to violate any provision or provisions of the Civil Air Regulations.

60.1340. Traffic control instructions issued to the pilot before departure or enroute shall be considered to be a part of the approved flight plan.

60.135. *Cruising Altitude:* A cruising altitude is a flight altitude, measured in feet above sea level, proposed for that part of a flight from point to point during which a constant altitude will be maintained.

60.136. (Unassigned)
60.137. (Unassigned)
60.138. (Unassigned)
60.139. (Unassigned)

60.140. *Ceiling:* Ceiling is the distance from the cloud base to the ground. (The reports of the U. S. Weather Bureau, when available to the pilot, shall govern.)

60.141. *Unlimited Ceiling:* A ceiling is considered unlimited when clouds cover less than one-half of the sky or when the base of the clouds is more than 9,750 feet above the point of observation. (The reports of the U. S. Weather Bureau, when available to the pilot, shall govern.)

60.142. *Daylight, Hours of:* (Day flight, daylight hours, day.) The hours of daylight as used in these rules are those hours between the mean solar times of sunrise and sunset, as published in the Nautical Almanac, converted to local standard time for the locality concerned.

Note.—The "Nautical Almanac", price 50 cents, containing sunshine tables, may be obtained from the Supt. of Documents, Government Printing Office, Washington, D. C. Information is available from the "Sunshine Tables" in the offices of Officials in Charge, Airport Station, U. S. Weather Bureau, at:

Newark, N. J.
Washington-Hoover Airport, Washington, D. C.
Atlanta, Ga.
Cleveland, Ohio
Chicago, Ill.
Kansas City, Mo.
Fort Worth, Tex.
Salt Lake City, Utah
Portland, Ore.
Oakland, Calif.

These "Sunshine Tables" are not available for distribution.

60.143. *Darkness, Hours of:* (Night flight, hours of darkness, night.) The hours of darkness as used in these rules are those hours between the mean solar times of sunset and sunrise, as published in the Nautical Almanac, converted to local standard time for the locality concerned.

Note.—See Note under CAR 60.142.

60.144. *Visibility:* Visibility is the greatest distance toward the horizon at which conspicuous objects can be seen and identified.

60.145. *Weather Minimums:* Weather minimums are ceiling, visibility and other minimums provided for specified types of flight operation, and below which flight operation is not permitted, unless specifically authorized elsewhere in these regulations or by the Secretary.

Note.—The local United States Weather Bureau reporting station for each control airport will classify existing weather conditions for such airport by one of the following symbols:

Class C—*Contact:* Weather equal to or better than the minimums specified for the particular airport for flight in accordance with contact flight rules. (Satisfactory for contact flight.)

Class N—*Instrument:* Weather less than the minimums specified for the particular airport for contact flight (Class C above) and down to the minimums prescribed for the particular airport for suspension of flight operations. (Requiring observance of instrument flight rules, unless flight in accordance with contact flight rules has been authorized as provided for in CAR 60.440 and 60.441.)

Class X—*Closed:* Weather below the minimums specified for the particular airport, wherein any landing or take-off, other than a flight of public aircraft or scheduled airline aircraft if otherwise authorized, is suspended. (Take-off and landing of non-scheduled civil aircraft suspended, unless authorized as provided for in CAR 60.540.)

60.146. (Unassigned)
60.147. (Unassigned)
60.148. (Unassigned)
60.149. (Unassigned)

60.150. *Military Aircraft:* Military aircraft are public aircraft operated in the service of the United States Army, National Guard, Navy, Marine Corps or Coast Guard.

60.151. *Public Aircraft:* A public aircraft is an aircraft used exclusively in the governmental service.

60.152. *Acrobatics (Acrobatic Flight):* Acrobatics are evolutions voluntarily performed with an aircraft other than those required for normal flight.

60.2. AIRWAY, AIRPORT, AND OTHER DESIGNATIONS

60.20. *Civil Airway Designation:* The following air routes in the navigable airspace, deemed suitable for interstate or foreign air commerce, are designated as civil airways, and are further designated, for the protection of aircraft in flight, as green, amber, red, or blue civil airways, as hereinafter specified.

60.200. Green Civil Airways—The following air routes are designated as civil airways and are further designated as green civil airways:

60.20000. Green Civil Airway No. 1—Seattle, Wash.-Boston, Mass.—Seattle, Wash. (Boeing Field), via the Seattle, Wash., radio range station; Easton, Wash., radio marker station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Coeur D'Alene, Idaho, radio range station; Mullan Pass, Idaho, radio range station; Superior, Mont., radio range station; Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Helena, Mont., radio range and the northwest leg of the Belgrade, Mont., radio range (Townsend, Mont., intermediate field); Belgrade, Mont., radio range station; Livingston, Mont., radio range station; Billings, Mont., radio range station; Miles City, Mont., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Miles City, Mont., radio range and the west leg of the Dickinson, N. Dak., radio range (Mildred, Mont., intermediate field); Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; Jamestown, N. Dak., radio range station; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; Hager City, Wis., radio marker station; La Crosse, Wis., radio range station; Lone Rock, Wis., radio range station; Milwaukee, Wis., radio range station; Grand Rapids, Mich. (Kent County Airport); Lansing, Mich. (Capitol City Airport); the intersection of the center lines of the on course signals of the north leg of the Detroit, Mich. (Wayne County Airport), radio range and the west leg of the Strathburn, Ontario, radio range (approximately Pontiac, Mich.); Detroit, Mich. (Wayne County Airport), radio range station to the intersection of the center line of the on course signal of the east leg of the Detroit, Mich. (Wayne County Airport), radio range and the U. S.-Canadian Border. (The intersection of the center line of the on course signal of the east leg of the Detroit, Mich. (Wayne County Airport), radio range and the U. S.-Canadian Border over Canada to the intersection of the center line of the on course signal of the west leg of the Buffalo, N. Y., radio range and the U. S.-Canadian Border not designated.) The intersection of the center line of the on course signal of the west leg of the Buffalo, N. Y., radio range and the U. S.-Canadian Border via the Buffalo, N. Y., radio range station; Rochester, N. Y. (Municipal Airport); Syracuse, N. Y., radio range station; the intersection of the center lines of the on course signals of the east leg of the Syracuse, N. Y., radio range and the northwest leg of the Albany, N. Y., radio range (Utica, N. Y.); Albany, N. Y., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Albany, N. Y., radio range and the southwest leg of the Boston, Mass., radio range (approximately Putnam, Conn., radio marker station); Boston, Mass., radio range station to the Boston Municipal Airport.

60.20001. Green Civil Airway No. 2—San Francisco, Calif.-Newark, N. J.—San Francisco, Calif. (Municipal Airport), via the Oakland, Calif., radio range station; Sacramento, Calif., radio range station; Auburn, Calif., radio marker station; the intersection of the center lines of the on course signals of the northeast leg of the Oakland, Calif., radio range and the southwest leg of the Donner Summit, Calif., radio range (Colfax, Calif.); Donner Summit, Calif., radio range station; Reno, Nev., radio range station; Humboldt, Nev., radio marker station; Buffalo Valley, Nev., radio range station; Beowawe, Nev., radio marker station; Elko, Nev., radio range station; Ventosa, Nev., radio marker station; Wendover, Utah, radio range station; Salt Lake City, Utah, radio range station; Knight, Wyo., radio range station; Rock Springs, Wyo., radio range station; Cherokee, Wyo., radio range station; Medicine Bow, Wyo., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Medicine Bow, Wyo., radio range and the northwest leg of the Cheyenne, Wyo., radio range (approximately Beacon Site No. 35); Cheyenne, Wyo., radio range station; Sidney, Nebr., radio range station; Big Springs, Nebr., radio marker station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Adair, Iowa, radio marker station; Des Moines, Iowa, radio range station; Montezuma, Iowa, radio marker station; Davenport, Iowa, radio range station; the intersection of the center lines of the on course signals of the east leg of the Davenport, Iowa, radio range and the southwest leg of the Chicago, Ill., radio range (Sheridan, Ill.); Chicago, Ill., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Chicago, Ill., radio range and the west leg of the Goshen, Ind., radio range (approximately Lansing, Ill.); McCool, Ind., radio marker station; Goshen, Ind., radio range station; Helmer, Ind., radio marker station; Archbold, Ohio, radio range station; Toledo, Ohio, radio range station; Vickery, Ohio, radio marker station; Cleveland, Ohio, radio range station; Warren, Ohio, radio marker station; Mercer, Pa., radio range station; Brookville, Pa., radio marker station; Kylertown, Pa., radio range station; Bellefonte, Pa., radio range station; Woodward, Pa., radio marker station; Sunbury, Pa., radio marker station; Allentown, Pa., radio range station; the intersection of the center lines of the on course signals of the east leg of the Allentown, Pa., radio range and the southwest leg of the Newark, N. J., radio range (New Brunswick, N. J., fan type radio marker station); Newark, N. J., radio range station to the Newark, N. J., Municipal Airport.

60.20002. Green Civil Airway No. 3—Los Angeles, Calif.-Camden, N. J.—Los Angeles, Calif. (Burbank, Calif., Union Air Terminal), via the Los Angeles, Calif. (Burbank, Calif., Union Air Terminal), radio range station; Van Nuys, Calif., radio range station; Saugus, Calif., radio range station; Palmdale, Calif., radio marker station; Daggett, Calif., radio range station; the intersection of the center lines of the on course signals of the east leg of the Daggett, Calif., radio range and the southwest leg of the Kingman, Ariz., radio range (Goffs, Calif.); Kingman, Ariz., radio range station; Ashfork, Ariz., radio range station; Winslow, Ariz., radio range station; El Morro, N. Mex., radio range station; Albuquerque, N. Mex., radio range station; Otto, N. Mex., radio range station; Anton-Chico, N. Mex., radio marker station; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; Conway, Tex.; Canadian, Tex., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Canadian, Tex., radio range and the southwest leg of the Wichita, Kans., radio range (Waynoka, Okla., intermediate field); Wichita, Kans., radio range station; Cassoday, Kans., radio marker station; Lebo, Kans., radio range station; Kansas City, Mo., radio range station; Knoxville, Mo., radio marker station; Marshall, Mo. (Nicholas Beazley Airport); Columbia, Mo., radio range station; New Florence, Mo., radio marker station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; Columbus, Ohio, radio range station; Cambridge, Ohio, radio marker station; Pittsburgh, Pa., radio range station; the intersection of the center lines of the on course signals of the east leg of the Pittsburgh, Pa., radio range and the west leg of the Harrisburg, Pa., radio range (Ashville, Pa., Airport); Harrisburg, Pa., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Harrisburg, Pa., radio range and the southwest leg of the Camden, N. J., radio range (Chester, Pa.); Camden, N. J., radio range station to Camden, N. J. (Central Airport).

60.20003. Green Civil Airway No. 4—Los Angeles, Calif.-Washington, D. C.—Los Angeles, Calif. (Glendale, Calif., Grand Central Air Terminal), via the intersection of the center lines of the on course signals of the southeast leg of the Burbank, Calif. (Union Air Terminal), radio range and the west leg of the Fontana, Calif., radio range; Fontana, Calif., radio range station; Indio, Calif. (Indio Airport); Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; the intersection of the center lines of the on course signals of the south leg of the Phoenix, Ariz., radio range and the northwest leg of the Tucson, Ariz., radio range (approximately Beacon Site No. 0); Tucson, Ariz., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Tucson, Ariz., radio range and the southwest leg of the Rodeo, N. Mex., radio range (Douglas, Ariz., International Airport); Rodeo, N. Mex., radio range station; Columbus, N. Mex. (intermediate field); El Paso, Tex., radio range station; Guadalupe Pass, Tex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex. (Abilene Airport); Eastland, Tex. (Eastland Airport); Santo, Tex., radio marker station; Fort Worth, Tex., radio range station; Texarkana, Ark., radio range station; Little Rock, Ark., radio range station; Memphis, Tenn., radio range station; Nashville, Tenn., radio range station; Smithville, Tenn., radio range station; Knoxville, Tenn., radio range station; Bristol, Tenn., radio range station; Pulaski, Va., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Gordonsville, Va., radio range and the south leg of the Washington, D. C., radio range (Mason Springs, Va.); Washington, D. C., radio range station to the Washington, D. C., Washington Airport.

60.20004. Green Civil Airway No. 5—Corpus Christi, Tex.–Norfolk, Va.—Corpus Christi, Tex. (Cliff Maus Field), via the Houston, Tex., radio range station; Beaumont, Tex. (Beaumont Airport); New Orleans, La., radio range station; the intersection of the center lines of the on course signals of the east leg of the New Orleans, La., radio range and the southwest leg of the Mobile, Ala., radio range (Gulfport, Miss. Airport); Mobile, Ala., radio range station; Montgomery, Ala. (Montgomery Airport); Atlanta, Ga., radio range station; Jefferson, Ga., radio marker station; Anderson, S. C., radio marker station; Spartanburg, S. C., radio range station; Greensboro, N. C., radio range station; South Boston, Va., radio marker station; Crewe, Va. (intermediate field); Chester, Va.; Richmond, Va., radio range station to Norfolk, Va. (Granby Street Airport).

60.201. Amber Civil Airways—The following air routes are designated as civil airways and are further designated as amber civil airways:

60.20100. Amber Civil Airway No. 1—San Diego, Calif.–Blaine, Wash. (U. S.-Mexican Border to U. S.-Canadian Border)—The intersection of the center line of the south leg of the San Diego, Calif., radio range and the U. S.-Mexican Border (San Ysidro, Calif.), via the San Diego, Calif., radio range station; Oceanside, Calif., radio marker station; Long Beach, Calif., radio range station; the intersection of the center lines of the on course signals of the north leg of the Long Beach, Calif., radio range and the southeast leg of the Burbank, Calif. (Union Air Terminal), radio range (Downey, Calif.) to the intersection of the center lines of the on course signals of the southeast leg of the Burbank, Calif. (Union Air Terminal), radio range and the west leg of the Fontana, Calif., radio range. (Green Civil Airways No. 3 and No. 4 to Saugus, Calif., radio range station.) Saugus, Calif., radio range station via the Bakersfield, Calif., radio range station; Fresno, Calif., radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Fresno, Calif., radio range and the southeast leg of the Oakland, Calif., radio range (Modesto, Calif., Modesto Airport); Livermore, Calif., radio marker station to the Oakland, Calif., radio range station. (Green Civil Airway No. 2 Oakland, Calif., radio range station to the intersection of the center lines of the on course signals of the northeast leg of the Oakland, Calif., radio range and the south leg of the Williams, Calif., radio range.) The intersection of the center lines of the on course signals of the northeast leg of the Oakland, Calif., radio range and the south leg of the Williams, Calif., radio range via the Potrero Hill, Calif., radio marker station; Williams, Calif., radio range station; Mt. Shasta, Calif., radio range station; Montague, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Castle Rock, Wash., radio marker station; the intersection of the center lines of the on course signals of the northwest leg of the Portland, Oreg., radio range and the southwest leg of the Tacoma, Wash., radio range (Chehalis, Wash., Chehalis Airport); Tacoma, Wash., radio range station; Seattle, Wash., radio range station; Monroe, Wash to Blaine, Wash. (U. S.-Canadian Border).

60.20101. Amber Civil Airway No. 2—Daggett, Calif.–Great Falls, Mont.—Daggett, Calif. (intermediate field), via the Daggett, Calif., radio range station; Baker, Calif. (intermediate field); Kingston, Calif. (intermediate field); Las Vegas, Nev., radio range station; Glendale, Nev. (intermediate field); Enterprise, Utah, radio range station; Milford, Utah, radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Milford, Utah, radio range and the south leg of the Salt Lake City, Utah, radio range; Salt Lake City, Utah, radio range station; Pocatello, Idaho, radio range station; Idaho Falls, Idaho, radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Idaho Falls, Idaho, radio range and the southwest leg of the Whitehall, Mont., radio range (Dillon, Mont., intermediate field); Whitehall, Mont., radio range station; Helena, Mont., radio range station to Great Falls, Mont. (Great Falls Airport).

60.20102. Amber Civil Airway No. 3—El Paso, Tex.–Cheyenne, Wyo.—El Paso, Tex. (El Paso Airport) via the El Paso, Tex., radio range station; Albuquerque, N. Mex., radio range station; Santa Fe, N. Mex. (Ashley Pond Airport); Las Vegas, N. Mex. (Las Vegas Airport); Wagon Mound, N. Mex. (Wagon Mound Airport); Trinidad, Colo. (Trinidad Airport); Pueblo, Colo., radio range station; Denver, Colo. (Denver Airport), to the Cheyenne, Wyo., radio range station.

60.20103. Amber Civil Airway No. 4—Brownsville, Tex.–Minneapolis, Minn.—Brownsville, Tex. (Pan American Airport), via the Kingsville, Tex. (intermediate field); Corpus Christi, Tex. (Cliff Maus Airport); San Antonio, Tex., radio range station; Austin, Tex. (Robert Mueller Airport); Waco, Tex., radio range station; Fort Worth, Tex., radio range station; Ardmore, Okla., radio marker station; Oklahoma City, Okla., radio range station; Britton, Okla.; Tulsa, Okla., radio range station; Moran, Kans., radio range to the intersection of the center lines of the on course signals of the north leg of the Moran, Kans., radio range and the southwest leg of the Kansas City, Mo., radio range (approximately Bonner Springs, Kans.). (Green Civil Airway No. 3, Bonner Springs, Kans., to Kansas City, Mo.) Kansas City, Mo., radio range station via Omaha, Nebr., radio range station; Sioux City, Iowa (Rickenbacker Airport), to Minneapolis, Minn., radio range station.

60.20104. Amber Civil Airway No. 5—New Orleans, La.–Milwaukee, Wis.—New Orleans, La. (Shushan Airport), via the New Orleans, La., radio range station; Tylertown, Miss., radio range station; Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Memphis, Tenn., radio range station; Advance, Mo., radio range station; the intersection of the center lines of the on course signals of the north leg of the Advance, Mo., radio range and the southeast leg of the St. Louis, Mo., radio range (approximately Beacon Site No. 54); St. Louis, Mo., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the St. Louis, Mo., radio range and the south leg of the Sterling, Ill., radio range (Springfield, Ill., Springfield Airport); the intersection of the center lines of the on course signals of the south leg of the Sterling, Ill., radio range and the southwest leg of the

Chicago, Ill., radio range (approximately Morse, Ill., radio marker station) to the intersection of the center lines of the on course signals of the southwest leg of the Chicago, Ill., radio range and the east leg of the Davenport, Iowa, radio range (approximately Sheridan, Ill.). (Green Airway No. 2 Sheridan, Ill., to Chicago, Ill., radio range station.) Chicago, Ill., radio range station via the intersection of the center lines of the on course signals of the northwest leg of the Chicago, Ill., radio range and the south leg of the Milwaukee, Wis., radio range; Milwaukee, Wis., radio range station to Milwaukee, Wis., (Milwaukee County Airport).

60.20105. Amber Civil Airway No. 6—Bryceville, Fla.–Buffalo, N. Y.—Bryceville, Fla., via the Alma, Ga., radio range station; Macon, Ga. (Macon Airport); Atlanta, Ga., radio range station; Adairsville, Ga., radio marker station; Chattanooga, Tenn., radio range station; Manchester, Tenn. (intermediate field); Nashville, Tenn., radio range station; Louisville, Ky., radio range station; Warsaw, Ky., radio marker station; Cincinnati, Ohio, radio range station; Columbus, Ohio, radio range station; Hayesville, Ohio, radio marker station to the intersection of the center lines of the on course signals of the northwest leg of the Akron, Ohio, radio range and the west leg of the Cleveland, Ohio, radio range (approximately Elyria, Ohio). (Green Civil Airway No. 2 Elyria, Ohio, to Bedford, Ohio.) Bedford, Ohio (Bedford Airport), via the Perry, Ohio, radio marker station; Erie, Pa., radio range station; Dunkirk, N. Y., radio marker station; Buffalo, N. Y., radio range station to the Buffalo Airport.

60.20106. Amber Civil Airway No. 7—Key West, Fla.–Bangor, Maine.—Key West, Fla. (Meacham Airport), via the Key West, Fla., radio range station; the intersection of the center lines of the on course signals of the east leg of the Key West, Fla., radio range and the southwest leg of the Miami, Fla., radio range (Marathon, Fla.); Miami, Fla., radio range station; the intersection of the center lines of the on course signals of the north leg of the Miami, Fla., radio range and the southeast leg of the Titusville, Fla., radio range (Jupiter, Fla.); Titusville, Fla., radio range station; Jacksonville, Fla., radio range station; Savannah, Ga. (Savannah, Ga., Airport); Charleston, S. C., radio range station; Florence, S. C. (intermediate field); Raleigh, N. C., radio range station to Chester, Va. (Green Civil Airway No. 5 Chester, Va., to Richmond, Va., radio range station.) Richmond, Va., radio range station to Mason Springs, Va. (Green Civil Airway No. 4 Mason Springs, Va., to Washington, D. C., radio range station.) Washington, D. C., radio range station via the intersection of the center lines of the on course signals of the northeast leg of the Washington, D. C., radio range and the southwest leg of the Camden, N. J., radio range (Havre de Grace, Md.) to Chester, Pa. (Green Civil Airway No. 3 Chester, Pa., to Camden, N. J.) Camden, N. J., radio range station to New Brunswick, N. J. (fan type radio marker station). (Green Civil Airway No. 2 New Brunswick, N. J., fan type radio marker station to Newark, N. J., radio range station.) Newark, N. J., radio range station via Hartford, Conn. (Rentschler Field), to Putnam, Conn., radio marker station. (Green Civil Airway No. 1 Putnam, Conn., radio marker station to Boston, Mass., radio range station.) Boston, Mass., radio range station via the Portland, Maine, radio range station; Augusta, Maine, radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Augusta, Maine, radio range and the southwest leg of the Bangor, Maine, radio range (approximately Waterville, Maine, Airport); Bangor, Maine, radio range station to the Bangor, Maine, Airport.

60.202. Red Civil Airways—The following air routes are designated as civil airways and are further designated as red civil airways:

60.20200. Red Civil Airway No. 1—Portland, Oreg.–Clearfield, Utah.—Portland, Oreg., radio range station, via the Cascade Locks, Oreg., radio marker station; North Dalles, Wash., radio range station; Arlington, Oreg., radio marker station; Pendleton, Oreg., radio range station; Baker, Oreg. (intermediate field); Weiser, Idaho, radio marker station; Boise, Idaho, radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Boise, Idaho, radio range and the northwest leg of the Burley, Idaho, radio range (approximately King Hill, Idaho, radio marker station); Burley, Idaho, radio range station; Strevell, Idaho, radio marker station; Locomotive Springs, Utah, radio range station to Clearfield, Utah (Beacon Site No. 2).

60.20201. Red Civil Airway No. 2—Ellensburg, Wash.–Ephrata, Wash.—Ellensburg, Wash., radio range station via Wenatchee, Wash. (Fancher Airport), to the Ephrata, Wash., radio range station.

60.20202. Red Civil Airway No. 3—Drummond, Mont.–Belgrade, Mont.—Drummond, Mont., radio range station via Deer Lodge, Mont.; Anaconda, Mont.; Butte, Mont., radio range station; White Hall, Mont., radio range station to the Belgrade, Mont., radio range station.

60.20203. Red Civil Airway No. 4—Billings, Mont.–Great Falls, Mont.—Billings, Mont., radio range station via Lewiston, Mont. (Lewiston Airport), to Great Falls, Mont. (Great Falls Airport).

60.20204. Red Civil Airway No. 5—Pantano, Ariz.–Rodeo, N. Mex.—Pantano, Ariz., via Benson, N. Mex. (intermediate field), to the Rodeo, N. Mex., radio range station.

60.20205. Red Civil Airway No. 6—Laramie, Wyo.–Grand Island, Nebr.—Laramie, Wyo., radio range station via Denver, Colo. (Denver Airport); Akron, Colo. (American Legion Airport); Hayes Center, Nebr. (Hayes Center Airport), to the Grand Island, Nebr., radio range station.

60.20206. Red Civil Airway No. 7—Conway, Tex.–Oklahoma City, Okla.—Conway, Tex., to the Oklahoma City, Okla., radio range station.

60.20207. Red Civil Airway No. 8—Britton, Okla.–Wichita, Kans.—Britton, Okla. (Curtis Wright Airport), via Ponca City, Okla. (Ponca City Airport), to the Wichita, Kans., radio range station.

60.20208. Red Civil Airway No. 9—Ardmore, Okla.–Dallas, Tex.—Ardmore, Okla., radio marker station to the Dallas, Tex., radio range station.

60.20209. Red Civil Airway No. 10—Waco, Tex.–Galveston, Tex.—Waco, Tex., radio range station via the Navasota, Tex., radio range station; Houston, Tex., radio range station to Galveston, Tex. (Galveston Airport).

60.20210. Red Civil Airway No. 11—Fargo, N. Dak.–Pembina, N. Dak.—Fargo, N. Dak., radio range station via the Grand Forks, N. Dak., radio range station; Pembina, N. Dak., radio range station to the intersection of the center line of the on course signal of the north leg of the Pembina radio range and the U. S.—Canadian Border.

60.20211. Red Civil Airway No. 12—Dallas, Tex.–Charleston, S. C.—Dallas, Tex., radio range station via the Shreveport, La., radio range station; Jackson, Miss., radio range station; the intersection of the center lines of the on course signals of the east leg of the Jackson, Miss., radio range and the southwest leg of the Birmingham, Ala., radio range (Meridian, Miss., Key Airport); Birmingham, Ala., radio range station to Union City, Ga. (Green Civil Airway No. 5 Union City, Ga., to Atlanta, Ga.) (Amber Civil Airway No. 6 Atlanta, Ga., to Jonesboro, Ga.) Jonesboro, Ga., via Augusta, Ga. (Daniel Airport); Columbia, S. C. (Columbia Airport), to the Charleston, S. C., radio range station.

60.20212. Red Civil Airway No. 13—Tulsa, Okla.–St. Charles, Mo.—Tulsa, Okla., radio range station via the Neosho, Mo., radio range station; Springfield, Mo., radio range station; Spring Bluff, Mo., radio range station to the intersection of the center lines of the on course signals of the northeast leg of the Spring Bluff, Mo., radio range and the west leg of the St. Louis, Mo., radio range (approximately St. Charles, Mo.).

60.20213. Red Civil Airway No. 14—Knoxville, Mo.–Morse, Ill.—Knoxville, Mo., radio marker station via the Kirksville, Mo., radio range station; Burlington, Iowa, radio range station to the intersection of the center lines of the on course signals of the southwest leg of the Chicago, Ill., radio range and the south leg of the Sterling, Ill., radio range (approximately Morse, Ill., radio marker station).

60.20214. Red Civil Airway No. 15—Hager City, Wis.-La Crosse, Wis.—Hager City, Wis., radio marker station via Rochester, Minn. (Rochester Airport), to the La Crosse, Wis., radio range station.

60.20215. Red Civil Airway No. 16—Lone Rock, Wis.-Elmhurst, Ill.—Lone Rock, Wis., radio range station via the Rockford, Ill., radio range station to Elmhurst, Ill. (Elmhurst Airport).

60.20216. Red Civil Airway No. 17—Chicago, Ill.-Detroit, Mich. (Wayne County Airport)—Chicago, Ill., radio range station via the intersection of the center lines of the on course signals of the east leg of the Chicago, Ill., radio range and the southwest leg of the Detroit, Mich. (Wayne County Airport), radio range (approximately Constantine, Mich.) to Detroit, Mich. (Wayne County Airport), radio range station.

60.20217. Red Civil Airway No. 18—Lansing, Ill.-La Grange, Ky.—The intersection of the center lines of the on course signals of the southeast leg of the Chicago, Ill., radio range and the west leg of the Goshen, Ind., radio range (approximately Lansing, Ill.) via the Lafayette, Ind., radio marker station; Indianapolis, Ind., radio range station to La Grange, Ky. (Beacon Site No. 2).

60.20218. Red Civil Airway No. 19—Goshen, Ind.-Dayton, Ohio—Goshen, Ind., radio range station via Ft. Wayne, Ind. (Baer Field), to Dayton, Ohio (Dayton Airport).

60.20219. Red Civil Airway No. 20—Greenfield, Ind.-Cincinnati, Ohio—Greenfield, Ind. (Beacon Site No. 2), via the Milroy, Ind., radio marker station to the Cincinnati, Ohio, radio range station.

60.20220. Red Civil Airway No. 21—Toledo, Ohio-Detroit, Mich. (Wayne County Airport)—Toledo, Ohio, radio range station to the Detroit, Mich. (Wayne County Airport), radio range station.

60.20221. Red Civil Airway No. 22—Detroit, Mich. (Wayne County Airport)-Washington, D. C.—(The intersection of the center line of the on course signal of the east leg of the Detroit, Mich. (Wayne County Airport), radio range and the U. S.-Canadian Border over Canada to the intersection of the center line of the on course signal of the northwest leg of the Cleveland, Ohio, radio range and the U. S.-Canadian Border not designated.) The intersection of the center line of the on course signal of the northwest leg of the Cleveland, Ohio, radio range and the U. S.-Canadian Border via the Cleveland, Ohio, radio range station; Akron, Ohio, radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Cleveland, Ohio, radio range and the west leg of the Pittsburgh, Pa., radio range (approximately Wellsburg, W. Va.). (Green Civil Airway No. 3 Wellsburg, W. Va., to Pittsburgh, Pa.) Pittsburgh, Pa., radio range station via the intersection of the center lines of the on course signals of the south leg of the Pittsburgh, Pa., radio range and the west leg of the Buckstown, Pa., radio range (Monesson, Pa.); Buckstown, Pa., radio range station; McConnellsburg, Pa., radio range station to the Washington, D. C., radio range station.

60.20222. Red Civil Airway No. 23—Akron, Ohio-Pittsburgh, Pa.—Akron, Ohio, radio range station to the Pittsburgh, Pa., radio range station.

60.20223. Red Civil Airway No. 24—Roanoke, Va.-Gordonsville, Va.—Roanoke, Va., radio range station via the Lynchburg, Va., radio range station to the Gordonsville, Va., radio range station.

60.20224. Red Civil Airway No. 25—Batavia, N. Y.-Newark, N. J.—Batavia, N. Y., via the Elmira, N. Y., radio range station to the Newark, N. J., radio range station.

60.20225. Red Civil Airway No. 26—Bryceville, Fla.-Jacksonville, Fla.—Bryceville, Fla., to the Jacksonville, Fla. radio range station.

60.20226. Red Civil Airway No. 27—Titusville, Fla.-Miami, Fla.—Titusville, Fla., radio range station via Orlando, Fla. (Orlando Airport); Tampa, Fla. (Peter O. Knight Airport); St. Petersburg, Fla. (Grand Central Airport); Ft. Myers, Fla. (Ft. Myers Airport), to the Miami, Fla., radio range station.

60.20227. Red Civil Airway No. 28—Palisades, N. J.-Swanton, Vt. (U. S.—Canadian Border)—The intersection of the center lines of the on course signals of the northeast leg of the Newark, N. J., radio range and the south leg of the Albany, N. Y., radio range (approximately Palisades, N. J.) via the New Hackensack, N. Y., radio marker station; Columbiaville, N. Y., radio marker station; Albany, N. Y., radio range station; Burlington, Vt. (Burlington Airport), to Swanton, Vt. (U. S.—Canadian Border).

60.203. Blue Civil Airways—The following air routes are designated as civil airways and are further designated as blue civil airways:

60.20300. Blue Civil Airway No. 1—Pendleton, Oreg.-Spokane, Wash.—Pendleton, Oreg., radio range station via Walla Walla, Wash. (Walla Walla Airport), to the Spokane, Wash., radio range station.

60.20301. Blue Civil Airway No. 2—Idaho Falls, Idaho-Whitehall, Mont.—Idaho Falls, Idaho, radio range station via West Yellowstone, Idaho (West Yellowstone Airport), to the Whitehall, Mont., radio range station.

60.20302. Blue Civil Airway No. 3—Baltimore, Md.-Elmira, N. Y.—Baltimore, Md. (Logan Field), via the Harrisburg, Pa., radio range station; Sunbury, Pa., radio marker station; Williamsport, Pa. (Williamsport Airport), to the Elmira, N. Y., radio range station.

60.20303. Blue Civil Airway No. 4—Boston, Mass.-Burlington, Vt.—Boston, Mass., radio range station via the intersection of the center lines of the on course signals of the northwest leg of the Boston, Mass., radio range and the south leg of the Concord, N. H., radio range (approximately Manchester, N. H.); Concord, N. H., radio range station; Montpelier, Vt. (Barre-Montpelier Airport), to Burlington, Vt. (Burlington Airport).

NOTE.—The radio range courses specified herein shall be considered to be those shown by the following Department of Commerce charts and publications:

Aeronautical charts (Coast and Geodetic Survey)

Tabulation of Air Navigation Radio Aids (Bureau of Air Commerce)

Changes and additions to maintain these issues current are covered by Weekly Notices to Airmen issued by the Bureau of Air Commerce, Washington, D. C., and other notices to airmen issued from the field offices of the Bureau.

60.21. *Control Airport Designation:* The following airports are designated as control airports:

City:	*Name of Airport*
Akron, Ohio	Akron Airport
Albany, N. Y	Albany Airport
Albuquerque, N. Mex	T&WA, Inc., Airport
Amarillo, Tex	English Field
Atlanta, Ga	Atlanta Airport
Baltimore, Md	Baltimore Airport
Billings, Mont	Billings Airport
Birmingham, Ala	Birmingham Airport
Bismarck, N. Dak	Bismarck Airport
Boston, Mass	Boston Airport
Buffalo, N. Y	Buffalo Airport
Butte, Mont	Butte Airport
Camden, N. J	Central Airport
Charleston, S. C	Charleston Airport
Cheyenne, Wyo	Cheyenne Airport
Chicago, Ill	Chicago Airport
Cincinnati, Ohio	Cincinnati Airport
Cleveland, Ohio	Cleveland Airport
Columbus, Ohio	Port Columbus
Dallas, Tex	Love Field
Denver, Colo	Denver Airport
Detroit, Mich	Detroit City Airport
Detroit, Mich	Detroit Wayne County Airport
El Paso, Tex	El Paso Airport
Fargo, N. Dak	Hector Field
Fort Worth, Tex	Meacham Field
Harrisburg, Pa	Harrisburg Airport
Houston, Tex	Houston Airport
Indianapolis, Ind	Indianapolis Airport
Jackson, Miss	Jackson Airport
Jacksonville, Fla	Jacksonville Airport
Kansas City, Mo	Kansas City Airport
Los Angeles, Calif. (Burbank, Calif.)	Union Air Terminal
Los Angeles, Calif. (Glendale, Calif.)	Grand Central Air Terminal
Louisville, Ky	Bowman Field
Memphis, Tenn	Memphis Airport

City:	*Name of Airport*
Miami, Fla	Pan American Airport
Milwaukee, Wis	Milwaukee County Airport
Minneapolis, Minn	Wold-Chamberlain Field
Nashville, Tenn	Nashville Airport
Newark, N. J	Newark Metropolitan Airport
New York, N. Y	Floyd Bennett Field
New Orleans, La	Shushan Airport
Oakland, Calif	Oakland Airport
Oklahoma City, Okla	Oklahoma City Air Terminal
Omaha, Nebr	Omaha Airport
Pittsburgh, Pa	Pittsburgh-Alleghany County Airport
Portland, Oreg	Portland Airport (Swan Island).
Providence, R. I	Rhode Island State Airport
Richmond, Va	Richard E. Byrd Field
St. Louis, Mo	Lambert-St. Louis Airport
St. Paul, Minn	Holman Municipal Airport
Salt Lake City, Utah	Salt Lake Airport
San Antonio, Tex	Stinson Field
San Diego, Calif	Lindbergh Field
San Francisco, Calif	San Francisco Airport
Seattle, Wash	Boeing Field
Spokane, Wash	Felts Field
Toledo, Ohio	Toledo Airport
Tulsa, Okla	Tulsa Airport
Washington, D. C	Washington Airport
Wichita, Kans	Wichita Airport

60.22. *Control Zones of Intersection Designation:* The following zones of intersection are designated as control zones of intersection:

60.220. Green Control Zones of Intersection—

Location:	*Center of Zone*
Albany, N. Y	Albany, N. Y., radio range station
Albuquerque, N. Mex	Albuquerque, N. Mex., radio range station
Atlanta, Ga	Atlanta, Ga., radio range station
Batavia, N. Y	Batavia, N. Y.
Bedford, Ohio	Bedford, Ohio, Airport
Billings, Mont	Billings, Mont., radio range station
Bonner Springs, Kans	The intersection of the center lines of the on course signals of the north leg of the Moran, Kans., radio range and the southwest leg of the Kansas City, Mo., radio range.
Boston, Mass	Boston, Mass., radio range station
Buffalo, N. Y	Buffalo, N. Y., radio range station
Camden, N. J	Camden, N. J., radio range station
Chester, Pa	The intersection of the center lines of the on course signals of the southwest leg of the Camden, N. J., radio range and the southeast leg of the Harrisburg, Pa., radio range.
Chester, Va	Chester, Va.
Cheyenne, Wyo	Cheyenne, Wyo., radio range station
Chicago, Ill	Chicago, Ill., radio range station
Cleveland, Ohio	Cleveland, Ohio, radio range station
Columbus, Ohio	Columbus, Ohio, radio range station
Conway, Tex	Conway, Tex.
Corpus Christi, Tex	Corpus Christi, Tex. (Cliff Maus Field)
Daggett, Calif	Daggett, Calif., radio range station
Dallas, Tex	Dallas, Tex., radio range station
Dayton, Ohio	Dayton, Ohio, Municipal Airport
Detroit, Mich	Detroit, Mich. (Wayne County Airport), radio range station.
Drummond, Mont	Drummond, Mont., radio range station
Ellensburg, Wash	Ellensburg, Wash., radio range station
El Paso, Tex	El Paso, Tex., radio range station
Elyria, Ohio	The intersection of the center lines of the on course signals of the west leg of the Cleveland, Ohio, radio range and the northwest leg of the Akron, Ohio, radio range.
Ephrata, Wash	Ephrata, Wash., radio range station
Fargo, N. Dak	Fargo, N. Dak., radio range station
Fort Worth, Tex	Fort Worth, Tex., radio range station
Goshen, Ind	Goshen, Ind., radio range station
Greenfield, Ind	The intersection of the center lines of the on course signals of the east leg of the Indianapolis, Ind., radio range and the northwest leg of the Cincinnati, Ohio, radio range.
Hager City, Wis	Hager City, Wis., radio marker station
Harrisburg, Pa	Harrisburg, Pa., radio range station
Helena, Mont	Helena, Mont., radio range station
Houston, Tex	Houston, Tex., radio range station
Indianapolis, Ind	Indianapolis, Ind., radio range station
Kansas City, Mo	Kansas City, Mo., radio range station
Knoxville, Mo	Knoxville, Mo., radio marker station
La Crosse, Wis	La Crosse, Wis., radio range station
Lansing, Ill	The intersection of the center lines of the on course signals of the southeast leg of the Chicago, Ill., radio range and the west leg of the Goshen, Ind., radio range.
Laramie, Wyo	Laramie, Wyo., radio range station
Livingston, Mont	Livingston, Mont., radio range station
Lone Rock, Wis	Lone Rock, Wis., radio range station
Los Angeles, Calif	Van Nuys, Calif., radio range station
Mason Springs, Va	The intersection of the center lines of the on course signals of the northeast leg of the Gordonsville, Va., radio range and the south leg of the Washington, D. C., radio range.
Memphis, Tenn	Memphis, Tenn., radio range station
Milwaukee, Wis	Milwaukee, Wis., radio range station
Minneapolis, Minn	Minneapolis, Minn., radio range station
Nashville, Tenn	Nashville, Tenn., radio range station
Newark, N. J	Newark, N. J., radio range station
New Brunswick, N. J	The intersection of the center lines of the on course signals of the southwest leg of the Newark, N. J., radio range and the east leg of the Allentown, Pa., radio range.
New Orleans, La	New Orleans, La., radio range station
Oakland, Calif	Oakland, Calif., radio range station
Omaha, Nebr	Omaha, Nebr., radio range station
Pantano, Ariz	Pantano, Ariz.
Pittsburgh, Pa	Pittsburgh, Pa., radio range station
Potrero Hill, Calif	Potrero Hill, Calif., radio marker station
Putnam, Conn	Putnam, Conn., radio marker station
Richmond, Va	Richmond, Va., radio range station
Rodeo, N. Mex	Rodeo, N. Mex., radio range station
St. Charles, Mo	The intersection of the center lines of the on course signals of the northeast leg of the Spring Bluff, Mo., radio range and the west leg of the St. Louis, Mo., radio range.
St. Louis, Mo	St. Louis, Mo., radio range station
Salt Lake City, Utah	Salt Lake City, Utah, radio range station
Saugus, Calif	Saugus, Calif., radio range station
Seattle, Wash	Seattle, Wash., radio range station
Sheridan, Ill	The intersection of the center lines of the on course signals of the east leg of the Davenport, Iowa, radio range and the southwest leg of the Chicago, Ill., radio range.
Spokane, Wash	Spokane, Wash., radio range station
Sunbury, Pa	Sunbury, Pa., radio marker station
Toledo, Ohio	Toledo, Ohio, radio range station
Union City, Ga	Union City, Ga.
Washington, D. C	Washington, D. C., radio range station
Wichita, Kans	Wichita, Kans., radio range station
Wellsburg, W. Va	The intersection of the center lines of the on course signals of the southeast leg of the Cleveland, Ohio, radio range and the west leg of the Pittsburgh, Pa., radio range.

60.221. Amber Control Zones of Intersection—

Location:	*Center of Zone*
Ardmore, Okla	Ardmore, Okla., radio marker station
Baltimore, Md	Baltimore, Md., Municipal Airport
Britton, Okla	Britton, Okla.
Bryceville, Fla	Bryceville, Fla.
Charleston, S. C	Charleston, S. C., radio range station
Cincinnati, Ohio	Cincinnati, Ohio, radio range station
Clearfield, Utah	Clearfield, Utah
Denver, Colo	Denver, Colo., Municipal Airport
Elmhurst, Ill	Elmhurst, Ill.
Great Falls, Mont	Great Falls, Mont., Municipal Airport
Jackson, Miss	Jackson, Miss., radio range station
Jacksonville, Fla	Jacksonville, Fla., radio range station
Jonesboro, Ga	Jonesboro, Ga.
LaGrange, Ky	LaGrange, Ky.
Miami, Fla	Miami, Fla., radio range station
Morse, Ill	Morse, Ill., radio marker station
Oklahoma City, Okla	Oklahoma City, Okla., radio range station
Palisades, N. J	The intersection of the center lines of the on course signals of the south leg of the Albany, N. Y., radio range and the northeast leg of the Newark, N. J., radio range.
Portland, Oreg	Portland, Oreg., radio range station
Titusville, Fla	Titusville, Fla., radio range station
Tulsa, Okla	Tulsa, Okla., radio range station
Waco, Tex	Waco, Tex., radio range station
Whitehall, Mont	Whitehall, Mont., radio range station

Red Control Zones of Intersection—

Location:	*Center of Zone*
Burlington, Vt	Burlington, Vt., Municipal Airport
Elmira, N. Y	Elmira, N. Y., radio range station
Pendleton, Oreg	Pendleton, Oreg., radio range station

NOTE.—The radio range courses specified herein shall be considered to be those shown by the following Department of Commerce charts and publications;

Aeronautical Charts, (Coast and Geodetic Survey)

Tabulation of Air Navigation Radio Aids, (Bureau of Air Commerce)

Changes and additions to maintain these issues current are covered by Weekly Notices to Airmen issued by the Bureau of Air Commerce, Washington, D. C., and other notices to airmen issued from the field offices of the Bureau.

60.23. *Radio Fix Designation:* The following locations are designated as radio fixes:

60.230. On Green Civil Airways—The following locations are designated as radio fixes on green civil airways:

60.23000. Green Civil Airway No. 1—Seattle, Wash.-Boston, Mass.—Seattle, Wash., radio range station; Easton, Wash., radio marker station; Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Coeur D'Alene, Idaho, radio range station; Mullan Pass, Idaho, radio range station; Superior, Mont., radio range station; Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Helena, Mont., radio range and the northwest leg of the Belgrade, Mont., radio range (Townsend, Mont.); Belgrade, Mont., radio range station; Livingston, Mont., radio range station; Billings, Mont., radio range station; Miles City, Mont., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Miles City, Mont., radio range and the west leg of the Dickinson, N. Dak., radio range (Mildred, Mont.); Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; Jamestown, N. Dak., radio range station; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; Hager City, Wis., radio marker station; La Crosse, Wis., radio range station; Lone Rock, Wis., radio range station; Milwaukee, Wis., radio range station; the intersection of the center lines of the on course signals of the north leg of the Detroit, Mich. (Wayne County Airport), radio range and the west leg of the Strathburn, Ontario, radio range (Pontiac, Mich.); Detroit, Mich. (Wayne County Airport), radio range station; Buffalo, N. Y., radio range station; Syracuse, N. Y., radio range station; the intersection of the center lines of the on course signals of the east leg of the Syracuse, N. Y., radio range and the northwest leg of the Albany, N. Y., radio range (Utica, N. Y.); Albany, N. Y., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Albany, N. Y., radio range and the southwest leg of the Boston, Mass., radio range (Putnam, Conn.); Boston, Mass., radio range station.

60.23001. Green Civil Airway No. 2—San Francisco, Calif.-Newark, N. J.—Oakland, Calif., radio range station; Sacramento, Calif., radio range station; Donner Summit, Calif., radio range station; Reno, Nev., radio range station; Buffalo Valley, Nev., radio range station; Elko, Nev., radio range station; Wendover, Utah, radio range station; Salt Lake City, Utah, radio range station; Knight, Wyo., radio range station; Rock Springs, Wyo., radio range station; Medicine Bow, Wyo., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Laramie, Wyo., radio range and the northwest leg of the Cheyenne, Wyo., radio range; Cheyenne, Wyo., radio range station; Sidney, Nebr., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Adair, Iowa, radio marker station; Des Moines, Iowa, radio range station; the intersection of the center lines of the on-course signals of the south leg of the Iowa City, Iowa, radio range and the west leg of the Davenport, Iowa, radio range; Davenport, Iowa, radio range station; the intersection of the center lines of the on course signals of the east leg of the Davenport, Iowa, radio range and the south leg of the Sterling, Ill., radio range; the intersection of the center lines of the on course signals of the east leg of the Davenport, Iowa, radio range and the southwest leg of the Chicago, Ill., radio range (Sheridan, Ill.); Chicago, Ill., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Chicago, Ill., radio range and the west leg of the Goshen, Ind., radio range (Lansing, Ill.); McCool, Ind., radio marker station; Goshen, Ind., radio range station; Archbold, Ohio, radio range station; Toledo, Ohio, radio range station; Cleveland, Ohio, radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Akron, Ohio, radio range and the east leg of the Cleveland, Ohio, radio range; Mercer, Pa., radio range station; Bellefonte, Pa., radio range station; Sunbury, Pa., radio marker station; Allentown, Pa., radio range station; the intersection of the center lines of the on course signals of the east leg of the Allentown, Pa., radio range and the southwest leg of the Newark, N. J., radio range (New Brunswick, N. J.); Newark, N. J., radio range station.

60.23002. Green Civil Airway No. 3—Los Angeles, Calif.-Camden, N. J.—Burbank, Calif. (Union Air Terminal), radio range station; Saugus, Calif., radio range station; Palmdale, Calif., radio marker station; Daggett, Calif., radio range station; the intersection of the center lines of the on course signals of the east leg of the Daggett, Calif., radio range and the southwest leg of the Kingman, Ariz., radio range (Goffs, Calif.); Kingman, Ariz., radio range station; Ashfork, Ariz., radio range station; Winslow, Ariz., radio range station; El Morro, N. Mex., radio range station; Albuquerque, N. Mex., radio range station; Otto, N. Mex., radio range station; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; Canadian, Tex., radio range station; Wichita, Kans., radio range station; Cassoday, Kans., radio marker station; Lebo, Kans., radio range station; the intersection of the center lines of the on course signals of the southwest leg of the Kansas City, Mo., radio range and the north leg of the Moran, Kans., radio range (Bonner Springs, Kans.); Kansas City, Mo., radio range station, Knoxville, Mo., radio marker station; Columbia, Mo., radio range station; New Florence, Mo., radio marker station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; the intersection of the center lines of the on course signals of the east leg of the Indianapolis, Ind., radio range and the northwest leg of the Cincinnati, Ohio, radio range (Greenfield, Ind.); the intersection of the center lines of the on course signals of the west leg of the Columbus, Ohio, radio range and the northwest leg of the Wright Field, Dayton, Ohio, radio range; Columbus, Ohio, radio range station; Cambridge, Ohio, radio marker station; the intersection of the center lines of the on course signals of the southeast leg of the Cleveland, Ohio, radio range and the west leg of the Pittsburgh, Pa., radio range (Wellsburg, W. Va.); Pittsburgh, Pa., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Pittsburgh, Pa, radio range and the north leg of the Buckstown, Pa., radio range; the intersection of the center lines of the on course signals of the south leg of the Bellefonte, Pa., radio range and the west leg of the Harrisburg, Pa., radio range; Harrisburg, Pa., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Harrisburg, Pa., radio range and the southwest leg of the Camden, N. J., radio range (Chester, Pa.); Camden, N. J., radio range station.

60.23003. Green Civil Airway No. 4—Los Angeles, Calif.-Washington, D. C.—Fontana, Calif., radio range station; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; Tucson, Ariz., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Tucson, Ariz., radio range and the southwest leg of the Rodeo, N. Mex., radio range (Douglas, Ariz.); Rodeo, N. Mex., radio range station; El Paso, Tex., radio range station; Guadalupe Pass, Tex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Santo, Tex., radio marker station; Fort

Worth, Tex., radio range station; the intersection of the center lines of the on course signals of the east leg of the Fort Worth, Tex., radio range and the north leg of the Dallas, Tex., radio range; Texarkana, Ark., radio range station; Little Rock, Ark., radio range station; Memphis, Tenn., radio range station; Nashville, Tenn., radio range station; Smithville, Tenn., radio range station; Knoxville, Tenn., radio range station; Bristol, Tenn., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Gordonsville, Va., radio range and the south leg of the Washington, D. C., radio range (Mason Springs, Va.); Washington, D. C., radio range station.

60.23004. Green Civil Airway No. 5—Corpus Christi, Tex.–Norfolk, Va.—Houston, Tex., radio range station; New Orleans, La., radio range station; Mobile, Ala., radio range station; Atlanta, Ga., radio range station; Jefferson, Ga., radio marker station; Spartanburg, S. C., radio range station; Greensboro, N. C., radio range station; South Boston, Va., radio marker station; Richmond, Va., radio range station.

60.231. On Amber Civil Airways—The following locations are designated as radio fixes on amber civil airways:

60.23100. Amber Civil Airway No. 1—San Diego, Calif.–Blaine, Wash.—San Diego, Calif., radio range station; Oceanside, Calif., radio marker station; Long Beach, Calif., radio range station; Burbank, Calif. (Union Air Terminal), radio range station; Saugus, Calif., radio range station; Bakersfield, Calif., radio range station, Fresno, Calif., radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Fresno, Calif., radio range and the southeast leg of the Oakland, Calif., radio range (Modesto, Calif.); Livermore, Calif., radio marker station; Oakland, Calif., radio range station; Potrero Hill, Calif., radio marker station; Williams, Calif., radio range station; Mt. Shasta, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Castle Rock, Wash., radio marker station; the intersection of the center lines of the on course signals of the northwest leg of the Portland, Oreg., radio range and the southwest leg of the Tacoma, Wash., radio range (Chehalis, Wash.); Tacoma, Wash., radio range station; Seattle, Wash., radio range station.

60.23101. Amber Civil Airway No. 2—Daggett, Calif.–Great Falls, Mont.—Daggett, Calif., radio range station; Las Vegas, Nev., radio range station; Milford, Utah, radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Milford, Utah, radio range and the south leg of the Salt Lake City, Utah, radio range; Salt Lake City, Utah, radio range station; Pocatello, Idaho, radio range station; Idaho Falls, Idaho, radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Idaho Falls, Idaho, radio range and the southwest leg of the Whitehall, Mont., radio range (Dillon, Mont.); Whitehall, Mont., radio range station; Helena, Mont., radio range station.

60.23102. Amber Civil Airway No. 3—El Paso, Tex.–Cheyenne, Wyo.—El Paso, Tex., radio range station; Albuquerque, N. Mex., radio range station; Pueblo, Colo., radio range station; Cheyenne, Wyo., radio range station.

60.23103. Amber Civil Airway No. 4—Brownsville, Tex.–Minneapolis, Minn.—San Antonio, Tex., radio range station; Waco, Tex., radio range station; Fort Worth, Tex., radio range station; Gainesville, Tex., radio marker station; Ardmore, Okla., radio marker station; Oklahoma City, Okla., radio range station; Tulsa, Okla., radio range station; Moran, Kans., radio range station; the intersection of the center lines of the on course signals of the north leg of the Moran, Kans., radio range and the southwest leg of the Kansas City, Mo., radio range (Bonner Springs, Kans.); Kansas City, Mo., radio range station; Omaha, Nebr., radio range station; Minneapolis, Minn., radio range station.

60.23104. Amber Civil Airway No. 5—New Orleans, La.–Milwaukee, Wis.—New Orleans, La., radio range station; Tylertown, Miss., radio range station; Jackson, Miss., radio range station; Greenwood, Miss., radio range station; Memphis, Tenn., radio range station; Advance, Mo., radio range station; St. Louis, Mo., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the St. Louis, Mo., radio range and the south leg of the Sterling, Ill., radio range (Springfield, Ill.); the intersection of the center lines of the on course signals of the south leg of the Sterling, Ill., radio range and the southwest leg of the Chicago, Ill., radio range; the intersection of the center lines of the on course signals of the southwest leg of the Chicago, Ill., radio range and the east leg of the Davenport, Iowa, radio range (Sheridan, Ill.); Chicago, Ill., radio range station; Milwaukee, Wis., radio range station.

60.23105. Amber Civil Airway No. 6—Bryceville, Fla.–Buffalo, N. Y.—Alma, Ga., radio range station; Atlanta, Ga., radio range station; Adairsville, Ga., radio marker station; Chattanooga, Tenn., radio range station; Nashville, Tenn., radio range station; Louisville, Ky., radio range station; Warsaw, Ky., radio marker station; Cincinnati, Ohio, radio range station; Columbus, Ohio, radio range station; Hayesville, Ohio, radio marker station; the intersection of the center lines of the on course signals of the northwest leg of the Akron, Ohio, radio range and the west leg of the Cleveland, Ohio, radio range (Elyria, Ohio); Cleveland, Ohio, radio range station; Perry, Ohio, radio marker station; Erie, Pa., radio range station; Dunkirk, N. Y., radio marker station; Buffalo, N. Y., radio range station.

60.23106. Amber Civil Airway No. 7—Key West, Fla.–Bangor, Maine.—Key West, Fla., radio range station; the intersection of the center lines of the on course signals of the east leg of the Key West, Fla., radio range and the southwest leg of the Miami, Fla., radio range (Marathon, Fla.); Miami, Fla., radio range station; the intersection of the center lines of the on course signals of the north leg of the Miami, Fla., radio range and the southeast leg of the Titusville, Fla., radio range (Jupiter, Fla.); Titusville, Fla., radio range station; Jacksonville, Fla., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Jacksonville, Fla., radio range and the southwest leg of the Charleston, S. C., radio range (Savannah, Ga.); Charleston, S. C., radio range station; Raleigh, N. C., radio range station; Richmond, Va., radio range station, the intersection of the center lines of the on course signals of the northeast leg of the Gordonsville, Va., radio range and the south leg of the Washington, D. C., radio range (Mason Springs, Va.); Washington, D. C., radio range station; the intersection of the center lines of the on course signals of the east leg of the Harrisburg, Pa., radio range and the southwest leg of the Camden, N. J., radio range (Chester, Pa.); Camden, N. J., radio range station; the intersection of the center lines of the on course signals of the east leg of the Allentown, Pa., radio range and the southwest leg of the Newark, N. J., radio range (New Brunswick, N. J.); Newark, N. J., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Newark, N. J., radio range and the northwest leg of the Mitchel Field, Hempstead, N. Y., radio range; Putnam, Conn., radio marker station; Boston, Mass., radio range station; Portland, Maine, radio range station; Augusta, Maine, radio range station; Bangor, Maine, radio range station.

60.232. On Red Civil Airways—The following locations are designated as radio fixes on red civil airways:

60.23200. Red Civil Airway No. 1—Portland, Oreg.–Clearfield, Utah.—Portland, Oreg., radio range station; Cascade Locks, Oreg., radio marker station; North Dalles, Wash., radio range station; Arlington, Oreg., radio marker station; Pendleton, Oreg., radio range station; Weiser, Idaho, radio marker station; Boise, Idaho, radio range station; King Hill, Idaho, radio marker station; Burley, Idaho, radio range station; Locomotive Springs, Utah, radio range station.

60.23201. Red Civil Airway No. 2—Ellensburg, Wash.-Ephrata, Wash.—Ellensburg, Wash., radio range station; Ephrata, Wash., radio range station.

60.23202. Red Civil Airway No. 3—Drummond, Mont.-Belgrade, Mont.—Drummond, Mont., radio range station; Butte, Mont., radio range station; Belgrade, Mont., radio range station.

60.23203. Red Civil Airway No. 4—Billings, Mont.-Great Falls, Mont.—Billings, Mont., radio range station.

60.23204. Red Civil Airway No. 5—Pantano, Ariz.-Rodeo, N. Mex.—Rodeo, N. Mex., radio range station.

60.23205. Red Civil Airway No. 6—Laramie, Wyo.-Grand Island, Nebr.—Laramie, Wyo., radio range station; Grand Island, Nebr., radio range station.

60.23206. Red Civil Airway No. 7—Conway, Tex.-Oklahoma City, Okla.—Oklahoma City, Okla., radio range station.

60.23207. Red Civil Airway No. 8—Britton, Okla.-Wichita, Kan., radio range station.

60.23208. Red Civil Airway No. 9—Ardmore, Okla.-Dallas, Tex.—Ardmore, Okla., radio marker station; Dallas, Tex., radio range station.

60.23209. Red Civil Airway No. 10—Waco, Tex.-Galveston, Tex.—Waco, Tex., radio range station; Navasota, Tex., radio range station; Houston, Tex., radio range station.

60.23210. Red Civil Airway No. 11—Fargo, N. Dak.-Pembina, N. Dak.—Fargo, N. Dak., radio range station; Grand Forks, N. Dak., radio range station; Pembina, N. Dak., radio range station.

60.23211. Red Civil Airway No. 12—Dallas, Tex.-Charleston, S. C.—Dallas, Tex., radio range station; Shreveport, La., radio range station; Jackson, Miss., radio range station; the intersection of the center lines of the on course signals of the east leg of the Jackson, Miss. radio range and the southwest leg of the Birmingham, Ala., radio range (Meridian, Miss.); Birmingham, Ala., radio range station; Atlanta, Ga., radio range station; Charleston, S. C., radio range station.

60.23212. Red Civil Airway No. 13—Tulsa, Okla.-St. Charles, Mo.—Tulsa, Okla., radio range station; Neosho, Mo., radio range station; Springfield, Mo., radio range station; Spring Bluff, Mo., radio range station; St. Louis, Mo., radio range station.

60.23213. Red Civil Airway No. 14—Knoxville, Mo.-Morse, Ill.—Knoxville, Mo., radio marker station; Kirksville, Mo., radio range station; Burlington, Iowa, radio range station; the intersection of the center lines of the on course signals of the southwest leg of the Chicago, Ill., radio range and the south leg of the Sterling, Ill., radio range.

60.23214. Red Civil Airway No. 15—Hager City, Wis.-La Crosse, Wis.—Hager City, Wis., radio marker station; La Crosse, Wis., radio range station.

60.23215. Red Civil Airway No. 16—Lone Rock, Wis.-Elmhurst, Ill.—Lone Rock, Wis., radio range station; Rockford, Ill., radio range station.

60.23216. Red Civil Airway No. 17—Chicago, Ill.-Detroit, Mich. (Wayne County Airport)—Chicago, Ill., radio range station; the intersection of the center lines of the on course signals of the north leg of the Goshen, Ind., radio range and the east leg of the Chicago, Ill., radio range; the intersection of the center lines of the on course signals of the north leg of the Archbold, Ohio, radio range and the southwest leg of the Detroit, Mich. (Wayne County Airport), radio range station.

60.23217. Red Civil Airway No. 18—Lansing, Ill.-La Grange, Ky.—The intersection of the center lines of the on course signals of the southeast leg of the Chicago, Ill., radio range and the west leg of the Goshen, Ind., radio range (Lansing, Ill.); Lafayette, Ind., radio marker station; Indianapolis, Ind., radio range station.

60.23218. Red Civil Airway No. 19—Goshen, Ind.-Dayton, Ohio—Goshen, Ind., radio range station.

60.23219. Red Civil Airway No. 20—Greenfield, Ind.-Cincinnati, Ohio—The intersection of the center lines of the on course signals of the east leg of the Indianapolis, Ind., radio range and the northwest leg of the Cincinnati, Ohio, radio range (Greenfield, Ind.); Milroy, Ind., radio marker station; Cincinnati, Ohio, radio range station.

60.23220. Red Civil Airway No. 21—Toledo, Ohio-Detroit, Mich. (Wayne County Airport)—Toledo, Ohio, radio range station; Detroit, Mich. (Wayne County Airport), radio range station.

60.23221. Red Civil Airway No. 22—Detroit, Mich. (Wayne County Airport)-Washington, D. C.—Cleveland, Ohio, radio range station; Akron, Ohio, radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Cleveland, Ohio, radio range and the west leg of the Pittsburgh, Pa., radio range (Wellsburg, W. Va.); Pittsburgh, Pa., radio range station; the intersection of the center lines of the on course signals of the south leg of the Pittsburgh, Pa., radio range and the west leg of the Buckstown, Pa., radio range (Monesson, Pa.); Buckstown, Pa., radio range station; McConnellsburg, Pa., radio range station; the intersection of the center lines of the on course signals of the south leg of the Harrisburg, Pa., radio range and the northwest leg of the Washington, D. C., radio range Washington, D. C., radio range station.

60.23222. Red Civil Airway No. 23—Akron, Ohio-Pittsburgh, Pa.—Akron, Ohio, radio range station; Pittsburgh, Pa., radio range station.

60.23223. Red Civil Airway No. 24—Roanoke, Va.-Gordonsville, Va.—Roanoke, Va., radio range station; Lynchburg, Va., radio range station; Gordonsville, Va., radio range station.

60.23224. Red Civil Airway No. 25—Batavia, N. Y.-Newark, N. J.—Elmira, N. Y., radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Newark, N. J., radio range and the northeast leg of the Allentown, Pa., radio range; Newark, N. J., radio range station.

60.23225. Red Civil Airway No. 26—Bryceville, Fla.-Jacksonville, Fla.—Jacksonville, Fla., radio range station.

60.23226. Red Civil Airway No. 27—Titusville, Fla.-Miami, Fla.—Titusville, Fla., radio range station; Miami, Fla., radio range station.

60.23227. Red Civil Airway No. 28—Palisades, N. J.-Swanton, Vt.—The intersection of the center lines of the on course signals of the northeast leg of the Newark, N. J., radio range and the south leg of the Albany, N. Y., radio range (Palisades, N. J.); New Hackensack, N. Y., radio marker station; Columbiaville, N. Y., radio marker station; Albany, N. Y., radio range station.

60.233. On Blue Civil Airways—The following locations are designated as radio fixes on blue civil airways:

60.23300. Blue Civil Airway No. 1—Pendleton, Oreg.-Spokane, Wash.—Pendleton, Oreg., radio range station; Spokane, Wash., radio range station.

60.23301. Blue Civil Airway No. 2—Idaho Falls, Idaho-Whitehall, Mont.—Idaho Falls, Idaho, radio range station; Whitehall, Mont., radio range station.

60.23302. Blue Civil Airway No. 3—Baltimore, Md.-Elmira, N. Y.—Harrisburg, Pa., radio range station; Sunbury, Pa., radio marker station; Elmira, N .Y., radio range station.

60.23303. Blue Civil Airway No. 4—Boston, Mass.-Burlington, Vt.—Boston, Mass., radio range station; Concord, N. H., radio range station.

NOTE.—The radio range courses specified herein shall be considered to be those shown by the following Department of Commerce charts and publications:

Aeronautical Charts (Coast & Geodetic Survey)

Tabulation of Air Navigation Radio Aids (Bureau of Air Commerce)

Changes and additions to maintain these issues current are covered by weekly notices to airmen issued by the Bureau of Air Commerce, Washington, D. C., and other notices to airmen issued from the field offices of the Bureau.

60.24. *Airway Traffic Control Area Designation:* The following part or parts of the civil airways are designated as airway traffic control areas:

60.240. On Green Civil Airways.

60.2400. Green Civil Airway No. 1—From a point 25 miles southeast of the La Crosse, Wis., radio range station to the

Lone Rock, Wis., radio range station; from a point 25 miles east of the Grand Rapids, Mich., Kent County Airport to the intersection of the center line of the east leg of the Detroit, Mich. (Wayne County Airport), radio range and the U. S.-Canadian Border.

60.2401. Green Civil Airway No. 2—From the San Francisco, Calif., Municipal Airport to a point 25 miles west of the Elko, Nev., radio range station; from a point 25 miles east of the Des Moines, Iowa, radio range station to the Newark, N. J., Municipal Airport.

60.2402. Green Civil Airway No. 3—From the Burbank, Calif., Union Air Terminal to a point 25 miles west of the Kingman, Ariz., radio range station; from a point 25 miles east of the Columbus, Ohio, radio range station to the Camden, N. J., Central Airport.

60.2403. Green Civil Airway No. 4—From the Glendale, Calif., Grand Central Air Terminal to a point 25 miles west of the Blythe, Calif., radio range station; from a point 25 miles northeast of the Roanoke, Va., radio range station to the Washington, D. C., Washington Airport.

60.241. On Amber Civil Airways.

60.2410. Amber Civil Airway No. 1—From a point 25 miles north of the San Diego, Calif., radio range station to a point 25 miles south of the Medford, Oreg., radio range station.

60.2411. Amber Civil Airway No. 2—From the Daggett, Calif., intermediate field to a point 25 miles southwest of the Las Vegas, Nev., radio range station.

60.2412. Amber Civil Airway No. 5.—From a point 25 miles north of the Springfield, Ill., Springfield Airport to a point 25 miles south of the Milwaukee, Wis., radio range station.

60.2413. Amber Civil Airway No. 6—From a point 25 miles north of the Columbus, Ohio, radio range station to a point 25 miles southwest of the Buffalo, N. Y., radio range station.

60.2414. Amber Civil Airway No. 7—From a point 25 miles north of the Richmond, Va., radio range station to a point 25 miles southwest of the Putnam, Conn., radio marker station.

60.242. On Red Civil Airways

60.24200. Red Civil Airway No. 14—From a point 25 miles northeast of the Knoxville, Mo., radio marker station to the intersection of the center lines of the on course signals of the southwest leg of the Chicago, Ill., radio range and the south leg of the Sterling, Ill., radio range.

60.24201. Red Civil Airway No. 16—From the Lone Rock, Wis., radio range station to the Elmhurst, Ill., Elmhurst Airport.

60.24202. Red Civil Airway No. 17—From the Chicago, Ill., radio range station to the Detroit, Mich. (Wayne County Airport), radio range station.

60.24203. Red Civil Airway No. 18—From the intersection of the center lines of the on course signals of the southeast leg of the Chicago, Ill., radio range and the west leg of the Goshen, Ind., radio range to a point 25 miles northwest of the Indianapolis, Ind., radio range station.

60.24204. Red Civil Airway No. 19—From the Goshen, Ind., radio range station to a point 25 miles northwest of the Dayton, Ohio, Dayton Airport.

60.24205. Red Civil Airway No. 21—From the Toledo, Ohio, radio range station to the Detroit, Mich. (Wayne County Airport), radio range station.

60.24206. Red Civil Airway No. 22—From the intersection of the center line of the on course signal of the northwest leg of the Cleveland, Ohio, radio range and the U. S.-Canadian Border to the Washington, D. C., radio range station.

60.24207. Red Civil Airway No. 23—From the Akron, Ohio, radio range station to the Pittsburgh, Pa., radio range station.

60.24208. Red Civil Airway No. 24—From a point 25 miles northeast of the Roanoke, Va., radio range station to the Gordonsville, Va., radio range station.

60.24209. Red Civil Airway No. 25—From a point 25 miles southeast of the Elmira, N. Y., radio range station to the Newark, N. J., radio range station.

60.24210. Red Civil Airway No. 28—From the intersection of the center lines of the on course signals of the northeast leg of the Newark, N. J., radio range and the south leg of the Albany, N. Y., radio range to a point 25 miles south of the Albany, N. Y., radio range station.

60.243. On Blue Civil Airways

60.2430. Blue Civil Airway No. 3—From the Baltimore, Md., Logan Field to a point 25 miles southwest of the Elmira, N. Y., radio range station.

NOTE.—The radio range courses specified herein shall be considered to be those shown by the following Department of Commerce charts and publications:

Aeronautical Charts
(Coast & Geodetic Survey)
Tabulation of Air Navigation Radio Aids
(Bureau of Air Commerce)

Changes and additions to maintain these issues current are covered by weekly notices to airmen issued by the Bureau of Air Commerce, Washington, D. C., and other notices to airmen issued from the field offices of the Bureau.

60.3. FLIGHT RULES (GENERAL)

60.30. *Pilot Certificates:* No person shall pilot a civil aircraft within the limits of a civil airway or control zone of intersection, or elsewhere in interstate or foreign air commerce

(a) unless possessed of a valid pilot certificate of competency, or

(b) unless possessed, if an alien, of such certificate or a similar pilot certificate issued or validated according to the provisions of CAR 65, nor

(c) in violation of any term, specification or limitation of such certificate.

60.31. *Aircraft Certificate:* No flight of civil aircraft, other than of a foreign aircraft, shall be made or authorized to be made

(a) within the limits of a civil airway or control zone of intersection whatever the purpose or nature of the flight may be, unless such aircraft is possessed of valid aircraft registration and airworthiness or experimental certificates, nor

(b) elsewhere in the navigable airspace over the lands and waters of the United States if engaged in interstate or foreign air commerce, unless such aircraft is possessed of such valid aircraft certificates, nor

(c) in violation of any term, specification or limitation of such certificates.

60.310. No foreign aircraft shall engage in interstate or intrastate commerce; nor shall it be otherwise navigated in the United States except in compliance with these air traffic rules and the provisions of CAR 65.

60.32. *Identification Mark:* No flight of aircraft shall be made or authorized to be made in the navigable airspace over the lands or the waters of the United States unless such aircraft is possessed of and displays a valid identification mark assigned or approved therefor by the Secretary.

60.33. *Take-Off and Landing*

60.330. Method of Taking-Off and Landing—The following rules shall govern the method by which aircraft shall take-off and land:

60.3300 (a). Aircraft, when taking off or landing, shall observe the local field traffic rules issued for the protection of interstate and foreign air commerce, as approved by the Secretary.

60.3301 (b). A take-off shall not be commenced until there is no risk of collision with other aircraft during such take-off.

60.3302 (c). Aircraft approaching for a landing shall circle the airport or other landing area sufficiently to observe other traffic, unless the pilot receives other instructions from the airport traffic control operator. Such circles shall be made to the left unless the pilot receives other instructions from the airport traffic control operator, or unless local traffic rules approved by the Secretary provide otherwise.

60.3303 (d). Aircraft approaching for a landing shall, unless impracticable, maintain a straight approach course for the last 1,000 feet before crossing the airport boundary.

60.3304 (e). Aircraft making contact flights within 3 miles horizontally of the center of an airport or landing area shall conform to the circuit rule provided in CAR 60.3302 unless flying at an altitude in excess of 3,000 feet above the ground or water.

60.3305 (f). Air traffic departing from, or arriving at, a control airport shall take precedence over other air traffic within the control zone of such airport when required in the interests of safety, and all traffic will be governed by special traffic rules approved by the Secretary.

60.331. Running Motors, Supervision of—No aircraft engine shall be started or run unless a competent operator is in the aircraft attending the engine controls. Blocks, equipped with ropes or other suitable means of pulling them, shall always be placed in front of the wheels before starting the engine, or engines, unless the aircraft is provided with adequate parking brakes and the same are fully on.

60.332. Air Meet Landing—In approaching a landing area where there is a congestion of aircraft or an assembly of persons or automobiles in the vicinity of aircraft, pilots shall proceed with caution and ascertain before landing, or before flying at low altitude over the landing area, whether or not an air meet or aeronautical demonstration is in progress. (See CAR 60.8911.)

60.34. *Flight Enroute*

60.340. Right of Way—The following rules will govern aircraft right of way:

60.3400 (a). Order—Aircraft in flight shall have right of way in the following order: (1) Balloons, fixed or free (an airship not under control is classed as a free balloon), (2) gliders, (3) airships, and (4) airplanes, including rotorplanes).

60.3401 (b). Crossing—When two aircraft are on crossing courses at approximately the same altitude, the aircraft which has the other on its left shall have right of way, and the other aircraft shall give way.

60.3402 (c). Approaching Head-On—When two aircraft are approaching head-on, or approximately so, and there is danger of collision, each shall alter its course to the right so that they will pass each other at a distance of at least 500 feet.

60.3403 (d). Overtaking—An overtaken aircraft shall have right of way and the overtaking aircraft shall keep clear of the overtaken aircraft by altering its own course to the right.

60.3404 (e). Landing—An aircraft landing in the manner prescribed in CAR 60.3303 (d) shall have right of way over other aircraft in flight or on the ground or water, except aircraft landing in distress.

60.3405 (f). Distress Landing—An aircraft in distress shall have right of way in attempting to land.

60.341. Duty to Give Way—When landing or maneuvering in preparation to land, it shall be the duty of the aircraft at the higher altitude to avoid the aircraft at the lower altitude.

60.342. Right Side Traffic—Aircraft making a contact flight along a civil airway in accordance with the provisions of CAR 60.4, except when impracticable for reasons of safety, shall keep to the right side of such radio range course as is projected along the airway. Except when otherwise specified in a flight plan, and except when impracticable because of any natural or other obstruction, aircraft making a flight along a civil airway in accordance with the provisions of CAR 60.5 shall keep to the right side of, and close to, such radio range course as is projected along the airway: *Provided*, That inbound aircraft may fly along the on course signal if navigating at an altitude of less than 10,000 feet above sea level or if maintaining level flight at an altitude of 10,000 feet or more above sea level as prescribed for such flight: *And provided, further*, That outbound aircraft may fly along the on course signal if maintaining level flight at an altitude of 10,000 feet or more above sea level as prescribed for such flight from the time of passing over the cone of silence of the particular radio range concerned.

60.343. Proximity in Flight—No aircraft, other than military aircraft of the United States engaged in military maneuvers, shall be flown closer than 500 feet to any other aircraft in flight, except that by prearrangement two or more civil aircraft may be flown in formation closer than 500 feet to each other.

60.344. Transport of Prohibited Articles—No explosives, arms, or munitions of war or other materials deemed by the Secretary to be dangerous goods shall be carried by or in any aircraft other than public aircraft or aircraft in which mail is being transported or arms are required, provided that the provisions of this rule shall not apply to persons lawfully carrying arms and ammunition for legitimate purposes, proper signalling or safety equipment (such as a Very pistol or landing flares) nor to the aircraft fuel, nor to materials for industrial and agricultural spraying (dusting).

60.345. Liquor, Narcotics, and Drugs—No pilot or other member of the crew of an aircraft in flight shall be under the influence of, or use intoxicating liquor, cocaine, or other habit-forming drugs, nor shall such person carry any other person who is obviously under the influence of intoxicating liquor, cocaine, or other habit-forming drugs, except a medical patient under proper care, or in case of emergency.

60.346. Towing by Aircraft—The towing of aircraft by other aircraft or the towing of any device or object by aircraft (except by military aircraft) is prohibited, unless permission therefor has been granted by the Secretary in accordance with the provisions of CAR 60.901.

60.347. Dropping Objects or Things—No object or thing, other than fine sand, lead shot, fuel, or water, shall be dropped or released from an aircraft in flight (except by military aircraft) by any person on board the aircraft, unless permission therefor has been granted by the Secretary in accordance with the provisions of CAR 60.901. The pilot or person in charge of the aircraft shall be responsible for the observance of this rule by all persons in the aircraft.

60.348. Airspace Reservations—No flight of aircraft shall be made within any airspace reservation set apart by order of the President of the United States, any authorized Federal agency, or by any of the several States, pursuant to the provisions of the Air Commerce Act, as amended, or other applicable law: *Provided, however*, That such restriction of flight shall not apply to public aircraft previously authorized by the appropriate governmental agency to make such flights. (See Appendix A for a list of airspace reservations.)

60.35. *Minimum Safe Altitudes*: Exclusive of taking off from or landing upon an airport or other landing area, aircraft shall not be flown below the following minimum safe altitudes of flight:

60.350 (a). An altitude over the congested parts of cities, towns, or settlements, sufficient to permit at all times an emergency landing outside of such areas in the event of complete power failure, but in no case less than 1,000 feet above the ground.

60.351 (b). An altitude over certified high explosive danger areas, other than airspace reservations, sufficient to permit at all times an emergency landing outside of such certified danger area in the event of complete power failure, but in no case less than 1,000 feet above the ground: *Provided, however*, That the restrictions of this subparagraph shall not apply to public aircraft, previously authorized by the appropriate governmental agency, to make specific flights below such minimums in the public interest.

60.352 (c). 1,000 feet above the ground over any Federal penal institution or any open air assembly of persons.

60.353 (d). 500 feet above the ground or water elsewhere than as specified in CAR 60.350, 60.351 and 60.352, or within 500 feet from any mountain, hill or other obstruction to flight, if the aircraft is making a contact flight, in accordance with CAR 60.4, except as may be specifically approved by the Secretary: *Provided, however*, That seaplanes and amphibians may be flown below 500 feet, but not below 300 feet, if making a contact flight during daylight hours over open water and where an emergency landing may, at all times, be made, without the aid of power, into the wind and without danger of collision with craft on the surface or other obstructions: *And provided, further*, That the restrictions of this subparagraph shall not apply to public aircraft, previously authorized by the appropriate governmental agency, to make specific flights below such minimums in the public interest.

60.354 (e). 1,000 feet above the ground or water, or within 1,000 feet of any mountain, hill or other obstruction to flight, if an aircraft is making an instrument flight as defined in CAR 60.131.

60.36. *Parachutes:* No parachute shall be carried, available for immediate use as such, in any aircraft in flight unless it has been packed within the preceding 60 days by a person authorized by the provisions of CAR 25.40.

NOTE.—CAR 60.36 does not apply to military personnel when flying, or flying in, military aircraft.

60.4. FLIGHT RULES (CONTACT): In addition to general or special air traffic rules which apply, the following rules shall govern a contact flight in weather conditions equal to or better than those described in CAR 60.44, within the limits of a civil airway or control zone of intersection, or elsewhere in interstate or foreign air commerce. For flight in weather conditions worse than those described in CAR 60.44 and for flight in closer proximity to cloud formations than the distances prescribed in CAR 60.44, see CAR 60.5.

NOTE.—The rules prescribed under CAR 60.4 will apply to scheduled airline operations unless otherwise specifically indicated.

60.40. *Pilot:* No instrument rating required. (See CAR 40 and 61 for provisions applicable to scheduled airlines.)

60.41. *Equipment:* Aircraft shall be certificated as to equipment as provided for in CAR 04.510, 04.511, 04.512 or 04.515, depending upon whether the flight is visual-contact day within 100 miles of a fixed base, visual-contact day unlimited distance or visual-contact night for land-planes, or either of the same for seaplanes or amphibians. (See CAR 04.530 and 04.531 for provisions applicable to scheduled airlines.)

60.42. *Fuel Requirements:* No aircraft shall take off without sufficient fuel and oil, taking into account wind and other weather conditions to be encountered during the course of the flight, to arrive at its point of first intended landing and effect a safe landing thereat. (See CAR 61.7020 for provisions applicable to scheduled airlines.)

60.43. *Flight Plan:* No flight plan is required.

NOTE.—If a pilot desires that any information concerning his proposed flight be transmitted by a Bureau communications facility to the point of destination, a complete flight plan as defined in CAR 60.133 shall be submitted to such facility. Such flight plan will, if possible, be transmitted by Bureau communications facilities to such point of destination as soon as practicable.

60.430. Notification of Arrival—If the pilot of an aircraft has submitted, or authorized the submission of, a flight plan for transmission to destination, he shall, immediately upon landing or upon completion of the flight, file an arrival message for transmission to the point of departure.

60.44. *Weather Minimums:* The following weather minimums shall govern flight made in accordance with contact flight rules: *Provided, however*, That a Bureau airway traffic control station may, for reasons of safety, restrict or suspend contact flight operation within the airway traffic control area of such station: *And provided further*, That the Secretary may require higher minimums at any particular control airport, and that such minimums shall govern the control zone in which such control airport lies. Pending the issuance of airport control tower operator certificates by the Secretary in accordance with the provisions of CAR 26., but in no case later than July 1, 1938, the authority granted to certificated airport control tower operators to permit flights in accordance with the provisions of CAR 60.440 and 60.441 is hereby granted to any airport control tower operator who has had not less than six months satisfactory service as an airport control tower operator, during the year immediately preceding the effective date of these air traffic rules, at the particular airport involved.

60.440. Within Control Zones (Day)—Flight of aircraft shall not be made during the hours of daylight within a control zone unless the ceiling is at least 800 feet (1,000 feet if precipitation is occurring in any form) and the visibility is at least 3 miles: *Provided, however,*

(a) that a certificated airport control tower operator on duty in a radio equipped airport control tower in operation at the control airport may authorize flight, in accordance with CAR 60.442 and 60.443, at or below 1,000 feet above the ground or water in the control zone of such control airport when the visibility is less than 3 miles but not less than 1 mile, and

(b) that such operator shall suspend contact flight operations within the control zone whenever in his opinion safety requires such action.

60.441. Within Control Zones (Night)—Flight of aircraft shall not be made during the hours of darkness within a control zone unless the ceiling is at least 1,000 feet and the visibility is at least 3 miles: *Provided, however,*

(a) that a certificated airport control tower operator on duty in a radio equipped airport control tower in operation at the control airport may authorize flight at or below 1,000 feet above the ground in the control zone for such control airport when the visibility is less than 3 miles but not less than 2 miles, and

(b) that such operator shall suspend contact flight operations within the control zone whenever in his opinion safety requires such action.

60.442. Within Control Zones (Day or Night Below Overcast)—No flight of aircraft shall be made during daylight within a control zone closer than 300 feet vertically to the base of an overcast or cloud formation within such zone, nor closer than 500 feet vertically if preciptation is occuring in any form. No flight of aircraft shall be made at night within a control zone closer than 500 feet vertically to the base of an overcast or cloud formation within such zone.

60.443. Within Control Zones (Day or Night Above Overcast or Through Cloud Level)—No flight of aircraft shall be made during daylight within a control zone closer than 300 feet vertically to the top of an overcast or cloud formation within such zone, nor closer than 500 feet vertically if precipitation is occurring in any form. No flight of aircraft shall be made at night within a control zone closer than 500 feet vertically to the top of an overcast or cloud formation within such zone. At no time during ascent, descent, or level flight within the cloud level shall the aircraft be flown closer than 2,000 feet horizontally to the cloud formation or overcast.

60.444. Outside of Control Zones (Day Flight At or Below 1,000 feet Above the Ground or Water)—No flight of aircraft shall be made during daylight outside of a control zone at or below 1,000 feet above the ground or water, unless the ceiling is sufficient to permit flight at the minimum altitudes prescribed in CAR 60.35 and unless the visibility is at least 1 mile.

60.445. Outside of Control Zones (Day Flight Above 1,000 Feet Above the Ground or Water)—No flight of aircraft shall be made during daylight outside of a control zone above 1,000 feet above the ground or water, unless the ceiling is sufficient to permit flight at the minimum altitudes prescribed in CAR 60.35 and unless the visibility is at least 3 miles at the flight altitude, except as provided in CAR 60.443 and 60.449.

60.446. Outside of Control Zones (Night Flight At or Below 1,000 Feet Above the Ground or Water)—No flight of aircraft shall be made at night outside of a control zone at or below 1,000 feet above the ground or water, unless the ceiling is sufficient to permit flight at the minimum altitudes prescribed in CAR 60.35 and unless the visibility is at least 2 miles.

60.447. Outside of Control Zones (Night Flight Above 1,000 Feet Above the Ground or Water)—No flight of aircraft shall be made at night outside of a control zone above 1,000 feet above the ground or water, unless the ceiling is sufficient to permit flight at the minimum altitudes prescribed in CAR 60.35 and unless the visibility is at least 3 miles at the flight altitude, except as provided in CAR 60.443 and 60.449.

60.448. Outside of Control Zones (Day or Night Below Overcast)—No flight of aircraft shall be made during daylight outside of a control zone closer than 300 feet vertically to the base of an overcast or cloud formation, nor closer than 500 feet vertically if precipitation is occurring in any form. No flight of aircraft shall be made during darkness outside of a control zone closer than 500 feet vertically to the base of an overcast or cloud formation.

60.449. Outside of Control Zones (Day or Night Above Overcast or Through Cloud Level)—No flight of aircraft shall be made during daylight outside of a control zone closer than 300 feet vertically to the top of an overcast or cloud formation, nor closer than 500 feet vertically if precipitation is occurring in any form. No flight of aircraft shall be made at night outside of a control zone closer than 500 feet vertically to the top of an overcast or cloud formation. At no time during ascent, descent, or level flight within the cloud level shall the aircraft be flown closer than 2,000 feet horizontally to the cloud formation or overcast.

60.45. *Alternate Airport:* No requirement.

60.46. *Over-the-Top Flight:* No flight of aircraft shall be made over broken clouds or stretches of solid overcast unless the attitude of the aircraft and its flight path can at all times be controlled by visual reference to the ground or water and ascent and descent can be made in accordance with the provisions of CAR 60.443 or 60.449. (For scheduled airline operations, see CAR 40 and 61.)

60.47. *Flight Enroute*

60.470. Weather Changes—If weather conditions below the minimums prescribed in CAR 60.44 are anticipated or are actually encountered enroute, a landing shall be made at the nearest airport at which weather conditions are equal to or better than those prescribed in CAR 60.44, or the flight shall be altered so that it may be made in weather conditions as good as, or better than, such minimums, unless such flight can and does proceed in accordance with the instrument flight rules prescribed in CAR 60.5.

60.471. Communication Contacts—No communication contacts required.

NOTE.—If the aircraft is possessed of two-way radio, it is recommended that the procedure provided for in CAR 60.571 be followed.

60.472. Flight Plan Changes—No notice of any change in flight plan is required. See, however, CAR 60.430.

NOTE.—If a flight plan has been submitted and the aircraft is possessed of two-way radio, it is recommended that the procedure provided for in CAR 60.573 be followed.

60.48. *Flight Altitudes:* None required.

NOTE.—It is recommended that cruising altitudes shall conform to those provided for in CAR 60.58 if the flight is made above 1,000 feet above the ground or water.

60.5. FLIGHT RULES (INSTRUMENT): In addition to general or special air traffic rules which apply, the following rules shall govern instrument flight, flight in closer proximity to cloud formation than the distances prescribed in CAR 60.44, and flight in weather conditions worse than those described in CAR 60.44, within or approaching the limits of a civil airway or control zone of intersection, or elsewhere in interstate or foreign air commerce.

60.50. *Pilot:* No flight shall be made unless the pilot in charge holds a valid instrument rating.

60.51. *Equipment:* Aircraft shall be properly certificated as to equipment according to the provisions of CAR 04.513, 04.514, and 04.515. (Scheduled airline aircraft shall be certificated as provided in CAR 04.532, 04.533, and 04.534.)

60.52. *Fuel Requirements:* No aircraft shall take off without fuel and oil sufficient, considering the wind and other weather conditions forecast for the flight, at least

(a) to complete such flight to the point of the first intended landing and thereafter

(b) to fly to and land at the alternate airport designated in the approved flight plan, and thereafter

(c) to fly, at normal cruising consumption, for a period of 45 minutes.

(For scheduled airline operations, see CAR 61.7021.)

60.53. *Flight Plan:* Prior to take-off from any point within an airway traffic control area, and prior to entering such an area, an approved flight plan as prescribed in CAR 60.134 is required. No flight plan shall be submitted until after the pilot has made a careful study of available current weather reports and forecasts and believes the flight can be made with safety. (For a list of airway traffic control areas, see CAR 60.24.)

60.530. Traffic Control Instructions—Traffic control instructions from a Bureau airway traffic control station issued to the pilot before departure or enroute are a part of the approved flight plan, and the pilot shall comply with the same in all respects.

60.531. Control Zone of Intersection—No control zone of intersection served by a Bureau radio voice communication station shall be entered without first establishing communication with such station, directly or through other communication channels, and forwarding the expected time of arrival over the center of such zone, the altitude to be flown through such zone, and the course or courses to be followed while within such zone, and thereafter observing such traffic instructions as may be issued by such station: *Provided*, That such procedure shall not be required within an airway traffic control area if the flight plan has been approved by a Bureau airway traffic control station prior to entering such zone.

NOTE.—For a list of control zones of intersection, see CAR 60.22. For further information concerning aids to air navigation, see "Tabulation of Air Navigation Radio Aids" published periodically by the Bureau of Air Commerce.

60.532. Notification of Arrival—The pilot of an aircraft shall, immediately upon landing or upon completion of the flight, file an arrival message for transmittal to the point of departure.

60.54. *Weather Minimums:* The following weather minimums shall govern landings and take-offs made in accordance with instrument flight rules: *Provided, however*, That the Secretary may require higher minimums at any airport: *And provided, further*, That such minimums, if for a control airport, shall govern the control zone in which such airport lies. Pending the issuance of traffic control tower operator certificates by the Secretary in accordance with the provisions of CAR 26., but in no case later than July 1, 1938, the authority granted to certificated airport control tower operators to permit flights in accordance with the provisions of CAR 60.540 is hereby granted to any airport control tower operator who has had not less than six months' experience as an airport control tower operator during the year immediately preceding the effective date of these air traffic rules.

60.540. Airports Within Control Zones—No flight, other than by a public aircraft or by a scheduled airline aircraft shall be made to or from a control airport nor to or from any other airport within a control zone, when the ceiling is less than 500 feet or the visibility is less than 1 mile: *Provided, however*, That if the control airport is equipped with a radio directional aid to air navigation designed to direct aircraft to that airport by the aid of instruments, a certificated airport control tower operator on duty in a radio equipped airport control tower in operation at such airport may authorize departure from such control airport when the ceiling is not less than 300 feet and the visibility is not less than one-half mile. (From scheduled airline operation, see CAR 40.290, 40.390 and 61.7109.)

60.541. Airports Outside a Control Zone—No flight, other than by a public aircraft or by a scheduled airline aircraft, shall be made to or from an airport outside of a control zone when the ceiling is less than 500 feet or the visibility is less than 1 mile. (For scheduled airline operation, see CAR 40.290, 40.390 and 61.7109.)

60.55. *Alternate Airport:* No take-off of aircraft shall be made unless:

(a) the flight plan as submitted includes an alternate airport having a landing area suitable for the equipment to be used, and

(b) weather reports and forecasts indicate that the weather conditions at the alternate airport will remain at or above the minimums specified in (c) or (d) below until the arrival of the aircraft thereat, and

(c) if the alternate airport is equipped with a radio directional aid to air navigation in operation and there is at such alternate airport a ceiling of at least 2,000 feet and a visibility of at least 3 miles if an overcast exists, or a ceiling of at least 1,500 feet and a visibility of at least 3 miles if broken clouds exist, or

(d) if the alternate airport is not equipped with a radio directional aid to air navigation, there is at such alternate airport an unlimited ceiling and a visibility of at least 3 miles.

60.56. *Over-the-Top Flight:* Over-the-top flight shall be governed by instrument flight rules whenever the attitude of the aircraft and its flight path can not be controlled at all times by visual reference to the ground or water.

60.57. *Flight Enroute*

60.570. Weather Changes—If weather reports available to the pilot enroute indicate that the weather conditions will be below the minimums allowing operation into the airport of destination at the expected time of arrival, the pilot shall not attempt a landing at the airport of destination but shall either proceed to the appropriate alternate airport as provided for in CAR 60.55, or proceed to an airport where weather conditions are at such time equal to or better than the weather minimums prescribed in CAR 60.54. (For scheduled airline operation, see CAR 61.7106.)

60.571. Communications Contacts—The pilot shall maintain a continuous listening watch on the appropriate radio frequency and shall, by radio, contact and report as soon as possible to the appropriate communication station the time and altitude of passing each radio fix or other check point designated by the Secretary or specified in the flight plan together with unanticipated weather conditions being encountered and any other information pertinent to the aircraft movement and, further, if not within an airway traffic control area, shall, prior to entering a control zone of intersection, served by a Bureau radio voice communication station, establish communication with such station, directly or through other communication channels, forwarding the expected time of arrival over the center of such zone, the altitude to be flown through such zone, and the course or courses proposed to be followed while within such zone.

60.5710. Aircraft utilizing airline communication facilities shall transmit information as required in this paragraph through such facilities, or such information may be transmitted directly by radio, to the appropriate agency of the Bureau.

NOTE.—For further information concerning aids to air navigation, see "Tabulation of Air Navigation Radio Aids" published periodically by the Bureau of Air Commerce.

60.572. Communications Failure—In the event of mechanical failure of aircraft two-way communication equipment or in the event that the pilot does not receive radio signals sufficient to permit his maintaining an instrument flight on course, (see CAR 60.342) one of the following procedures shall be observed.

60.5720. (a). Continue Flight in Accordance with Contact Flight Rules—The pilot may proceed provided that the flight may be made in accordance with contact flight rules as provided for in CAR 60.4.

60.5721. (b). Effect a Landing—The pilot may effect a landing at the nearest suitable airport at which favorable weather conditions exist and where no airway traffic control station is located.

60.5722. (c). Continue Flight in Accordance with Flight Plan—In the event weather conditions do not permit the procedures provided for in CAR 60.5720 or 60.5721, the pilot shall proceed according to his flight plan, including any amending instructions issued and acknowledged enroute, with particular attention to maintaining his last acknowledged assigned altitude until the approach time last authorized for, and acknowledged by, the pilot of such aircraft, after which landing may be made.

NOTE.—Normal traffic will resume as soon as the aircraft has landed or been accounted for, but, in any event in not more than 30 minutes after the approach time last authorized for the aircraft and acknowledged by the pilot of such aircraft.

60.573. Flight Plan Changes—No change shall be made enroute in any approved flight plan until approval has first been obtained from the Bureau airway traffic control station for the area in which the flight is progressing, unless an emergency situation arises which requires immediate decision and action, in which case as soon as possible after such emergency authority is exercised the pilot shall inform the proper control station of the new flight plan and obtain approval therefor.

60.58. *Flight Altitudes:* Unless different altitudes are assigned by a Bureau airway traffic control station, the following flight altitudes shall govern flights made in accordance with instrument flight rules. (See CAR 60.354.)

60.580. *Flight Altitudes Along Green Civil Airways*—The following rules will govern the altitude at which aircraft shall fly when making flights along green civil airways:

60.5800. Eastbound Flights—Aircraft making good a true course of from 0° (or 360°) to, but not including, 180° along a green civil airway shall fly at an ODD thousand foot level above sea level (such as 3,000, 5,000, or 7,000 feet).

60.5801. Westbound Flights—Aircraft making good a true course of from 180° to, but not including, 360° (or 0°) along a green civil airway shall fly at an EVEN thousand foot level above sea level (such as 2,000, 4,000, or 6,000 feet).

60.581. *Flight Altitudes Along Amber Civil Airways*—The following rules will govern the altitude at which aircraft shall fly when making flights along amber civil airways:

60.5810. Northbound Flights—Aircraft making good a true course of from 270° to, but not including, 90° along an amber civil airway shall fly at an ODD thousand foot level above sea level (such as 3,000, 5,000, or 7,000 feet).

60.5811. Southbound Flights—Aircraft making good a true course of from 90° to, but not including, 270° along an amber civil airway shall fly at an EVEN thousand foot level above sea level (such as 2,000, 4,000, or 6,000 feet.)

60.582. Flight Altitudes Along Red Civil Airways—The following rules will govern the altitude at which aircraft shall fly when making flights along red civil airways:

60.5820. Eastbound Flights—Aircraft making good a true course of 0° (or 360°) to, but not including, 180° along a red civil airway shall fly at an ODD thousand foot level above sea level (such as 3,000, 5,000, or 7,000 feet).

60.5821. Westbound Flights—Aircraft making good a true course of 180° to, but not including, 360° (or 0°) along a red civil airway shall fly at an EVEN thousand foot level above sea level (such as 2,000, 4,000, or 6,000 feet).

60.583. *Flight Altitudes Along Blue Civil Airways*—The following rules will govern the altitude at which aircraft shall fly when making flights along blue civil airways:

60.5830. Northbound Flights—Aircraft making good a true course of from 270° to, but not including, 90° along a blue civil airway shall fly at an ODD thousand foot level above sea level (such as 3,000, 5,000, or 7,000 feet).

60.5831. Southbound Flights—Aircraft making good a true course of from 90° to, but not including, 270° along a blue civil airway shall fly at an EVEN thousand foot level above sea level (such as 2,000, 4,000, or 6,000 feet).

60.584. *Flight Altitudes on Airway Intersections*—The following flight procedure and altitude rules will govern aircraft making flights on the civil airways where two or more such airways intersect.

60.5840. Flight on Green Civil Airway—An aircraft flying along a green civil airway and continuing the flight through a green zone of intersection shall, while within a green zone of intersection, maintain the altitude approved for flight on the green civil airway being followed and, upon leaving a green zone of intersection, shall assume an altitude prescribed for the airway to be followed.

60.5841. Flight on Amber Civil Airway.

60.58410. Through Green Zone of Intersection—An aircraft flying along an amber civil airway and continuing flight through a green zone of intersection shall, while within a green zone of intersection, maintain an altitude 500 feet higher than the altitude approved for flight on the amber civil airway being followed and, upon leaving a green zone of intersection, shall assume an altitude prescribed for the airway to be followed.

60.58411. Through Amber Zone of Intersection—An aircraft flying along an amber civil airway and continuing the flight through an amber zone of intersection shall, while within an amber zone of intersection, maintain the altitude approved for flight on the amber civil airway being followed and, upon leaving an amber zone of intersection, shall assume an altitude prescribed for the airway to be followed.

60.5842. Flight on Red Civil Airway.

60.58420. Through Green Zone of Intersection—An aircraft flying along a red civil airway and continuing flight through a green zone of intersection shall, while within a green zone of intersection, maintain an altitude 500 feet higher than the altitude approved for flight on the red civil airway being followed and, upon leaving a green zone of intersection, shall assume an altitude prescribed for the airway to be followed.

60.58421. Through Amber Zone of Intersection—An aircraft flying along a red civil airway and continuing flight through an amber zone of intersection shall, while within an amber zone of intersection, maintain an altitude 500 feet higher than the altitude approved for flight on the red civil airway being followed and, upon leaving an amber zone of intersection, shall assume an altitude prescribed for the airway to be followed.

60.58422. Through Red Zone of Intersection—An aircraft flying along a red civil airway and continuing flight through a red zone of intersection shall, while within a red zone of intersection, maintain an altitude approved for flight on the red civil airway being followed and, upon leaving the red zone of intersection, shall assume an altitude prescribed for the airway to be followed.

60.5843. Flight on Blue Civil Airway.

60.58430. Through a Green, Amber, or Red Zone of Intersection—An aircraft flying along a blue civil airway and continuing flight through a green, amber, or red zone of intersection shall, while within such zone of intersection, maintain an altitude 500 feet higher than the altitude approved for flight on the blue civil airway being followed and, upon leaving such zone of intersection, shall assume an altitude prescribed for the airway to be followed.

60.585. Flight Altitudes on Off-Airway Flights—The following rules will govern the altitudes of aircraft making instrument flights when approaching for crossing a civil airway not at a control zone of intersection:

60.5850 (a). Eastbound Flights—Aircraft making good a true course of 0° (or 360°) to, but not including, 180° shall fly at an ODD thousand foot level plus 500 feet, above sea level (such as 3,500, 5,500, or 7,500 feet); and

60.5851 (b). Westbound Flights—Aircraft making good a true course of 180° to, but not including, 360° (or 0°) shall fly at an EVEN thousand foot level plus 500 feet, above sea level (such as 2,500, 4,500, or 6,500 feet).

60.586. Crossing An Airway—Unless otherwise instructed by a Bureau airway traffic control station, a civil airway shall not be crossed at an angle of less than 45° to such airway, and the appropriate altitude as prescribed in CAR 60.585 shall be maintained throughout the entire crossing of such airway: *Provided, however*, That if such crossing is through any part of a zone of intersection the pertinent provisions of CAR 60.584 shall govern, and if such crossing is through any part of a control zone of intersection the pertinent provisions of CAR 60.571 and 60.584 shall govern.

60.59. *Approach and Departure Procedures:* (To be issued)

60.6. LIGHT AND SIGNAL RULES

60.60. *Angular Limits:* The angular limits prescribed in the following rules relating to lights will be determined with the aircraft in normal flying position.

60.61. *Airplane Lights:* Between sunset and sunrise, all airplanes in flight shall show the following lights:

60.610 (a). On the right (starboard) side a green light and on the left (port) side a red light, each showing unbroken light between 2 vertical planes whose dihedral angle is 110 degrees when measured to the left and right, respectively, from dead ahead. These lights shall be visible at least 2 miles.

60.611 (b). At the rear, and as far aft as possible, a white light shining rearward, visible for at least 3 miles in a dihedral angle of 140 degrees bisected by a vertical plane through the longitudinal axis of the aircraft.

60.62. *Airship Lights:* Between sunset and sunrise, airships shall carry and display the same lights that are prescribed for airplanes, except that the side lights shall be doubled horizontally in a fore-and-aft position and the rear light shall be doubled vertically. Lights in a pair shall be at least 7 feet apart.

60.63. *Balloon Lights:* Between sunset and sunrise, a free balloon shall display one white light visible for at least 2 miles and located not less than 20 feet below the car. A fixed balloon, or airship, shall carry 3 lights—red, white, and red—in a vertical line, one over the other, visible at least 2 miles. The top light shall be not less than 20 feet below the car, and the lights shall be not less than 7, nor more than 10, feet apart.

60.64. *Lights on Stationary Aircraft:* Between sunset and sunrise, all aircraft which are on the surface of water and not under way, or which are moored or anchored in navigation lanes, shall show a white light visible for at least 2 miles in all directions. Between sunset and sunrise balloon and airship mooring cables shall show groups of 3 red lights at intervals of at least every 100 feet, measured from the car. The first light in the first group shall be approximately 20 feet from the lower red balloon light. The object to which the balloon is moored on the ground shall have an adequate group of lights to mark its position.

60.65. *Signals on Stationary Aircraft:* By day, balloon and airship mooring cables shall be marked with chrome yellow colored conical streamers not less than 10 inches in diameter at the mouth and 7 feet long. The object to which the balloon or airship is moored on the ground shall have the same kind of streamers, which must be in the same position as the lights specified in CAR 60.64.

60.66. *Distress Signals:* The following signals, separately or together shall, where practicable, be used in case of distress:

60.660 (a). The international signal, S O S by radio: In radiotelephony, the spoken expression MAYDAY (corresponding to the French pronunciation of the expression "m'aider"). When, owing to the rapidity of the maneuvers to be accomplished, an aircraft is unable to transmit the intended message, the signal P A N not followed by a message retains such meaning.

60.661 (b). The international code flag signal of Distress, NC.

60.662 (c). A square flag having either above or below it a ball, or anything resembling a ball.

60.67. *Forced Landing Signals:* When an aircraft is forced to land at night at an airport, it shall signal its forced landing by making a series of short flashes with its navigation lights, if practicable to do so.

60.68. *Fog Signals:* In fog, mist, or heavy weather, an aircraft on the water in navigation lanes shall signal its presence by a sound device emitting a signal for about 5 seconds at one-minute intervals.

60.7. ACROBATIC FLIGHT RULES

60.70. *Prohibited Zones:* No person shall acrobatically fly an aircraft

60.700. (a). at any height whatsoever over a congested area of any city, town, or settlement, or over any open air assembly of persons, or over any airport or landing area or within 1,000 feet horizontally thereof, or within any control zone unless under the supervision of a Bureau inspector observing flight tests and then only between 2,000 and 5,000 feet above the ground or water.

60.701. (b). at any height less than 1,500 feet over any place over which flight is not otherwise restricted.

60.702. (c). at any place unless the visibility is at least 3 miles and the ceiling at least 3,000 feet, and unless the pilot has first ascertained that there is no danger of collision with other aircraft.

60.71. *Acrobatics While Carrying Persons:* No person shall acrobatically fly an aircraft while carrying any other person or persons for hire: *Provided, however,* That this provision shall not apply to the giving of instruction in acrobatic flying to a person receiving dual instruction.

60.72. *Equipment for Acrobatics:* Each person in an aircraft flown acrobatically shall be properly equipped with a parachute manufactured under a valid type certificate and maintained in accordance with the provisions of the Civil Air Regulations.

60.73. *Parachute Jump:* No person shall make any exhibition, test, training or demonstration parachute jump, unless wearing a certificated and properly maintained auxiliary parachute so arranged that it can be operated if the first parachute should fail to function or become fouled. Whenever an auxiliary parachute is required, it shall consist of a single-harness pack.

60.730. Altitude Before Jump—No person shall make any exhibition, training or demonstration parachute jump from an altitude of less than 2,000 feet above the surface of the ground or water.

60.731. Delayed Jump—No person shall delay opening his parachute more than is necessary to properly and safely clear the aircraft, which in no case, except in an emergency jump, shall be less than 1,500 feet above the surface of the ground.

60.732. Jump in High Wind—No person shall make any exhibition, test, training or demonstration parachute jump from any aircraft when the surface wind is more than 15 miles per hour.

60.733. Jump Near Open Water—No person shall make any exhibition, test, training or demonstration parachute jump from any aircraft within 2 miles horizontally from any body of water, unless the jumper wears a flotation device approved by the Secretary and unless motor-powered marine rescue equipment is available.

NOTE.—CAR 60.71, 60.72 and 60.73 do not apply to military personnel when flying, or flying in, military aircraft.

60.8. AIR MEET RULES

60.80. *Classification:* Air meets will be classified as follows:

60.800. Class 1 Air Meets—meaning those meets which will receive wide publicity, large crowds and large numbers of visiting aircraft and in which any one or all of the following events are included:

60.8000 (a). Races in which "NC", "NR" or "NX" aircraft are permitted to enter. (See CAR 02.11.)

60.8001 (b). Acrobatic flights over the airport at or below 1,500 feet.

60.8002 (c). Formation flying over the airport at or below 1,500 feet.

60.8003 (d). So called "crazy flying" over the airport.

60.8004 (e). Parachute jumping for a spot.

60.801. Class 2 Air Meets—meaning those meets which are locally-sponsored amateur meets and which may combine passenger-carrying activities with one or more of the following events:

60.8010 (a). Races for "NC" aircraft.

60.8011 (b). Simulated bomb dropping contests.

60.8012 (c). Acrobatic flights over the airport above 1,500 feet.

60.8013 (d). Formation flights over the airport above 1,500 feet.

60.8014 (e). Paper-cutting over the airport above 1,500 feet.

60.8015 (f). Balloon-bursting over the airport above 1,500 feet.

60.8016 (g). Spot landing contests (switches not cut).

60.8017 (h). Parachute jumping (not for spot).

60.81. *Permit Required:* No air meet shall be held or conducted, or authorized to be held or conducted, on a civil airway or elsewhere within the United States where there is likelihood of endangering aircraft moving in interstate or foreign air commerce unless a permit for such meet has been issued by the Secretary.

60.82. *Provision for Issuance:* The Secretary will issue a permit, in appropriate form, for the holding of an air meet provided:

60.820 (a). Such proposed air meet is to be held on a civil airway or elsewhere within the United States where there is likelihood of endangering aircraft moving in interstate or foreign air commerce, and

60.821 (b). proper application therefor is made and information submitted in accordance with the provisions of CAR 60.83 or 60.84, and

60.822 (c). the person or persons proposing to hold or conduct such air meet appear, in the opinion of the Secretary, to have taken all necessary and proper precautions for safeguarding the interests of the public and those engaged in aeronautics.

60.83. *Application for Class 1 Air Meet Permit:* In order to enable the Secretary to make adequate investigation and to permit publication and distribution of field rules and regulations for the protection of the public and for the benefit of those engaged in aeronautics, any person or persons desiring a permit for the conduct of a Class 1 Air Meet, shall make application therefor to the Secretary, or to the Bureau supervising aeronautical inspector whose office is located in the district in which such meet will be held, at least 15 days prior to the time of holding of such proposed air meet, upon a form to be supplied for the purpose, which form shall contain at least the following information:

60.8300 (a). Name, address and telephone number of the person or persons making the application.

60.8301 (b). Names and addresses of sponsors and backers, if any, of the air meet other than the applicant.

60.8302 (c). List of names of the personnel charged with operation of the air meet and their duties.

60.8303 (d). Certified copy of permission granted by State or local authorities for conduct of such air meet.

60.8304 (e). Certified copy of permission granted for the use of the airport or other landing area.

60.8305 (f). Map or blueprint showing the scale of measurement of the airport or other landing area and race course, if any, and showing the course in relation to obstructions, congested areas, grandstand or spectators' seats, and parking areas.

60.8306 (g). Schedule of airline operation in and out of, or in the vicinity of, the airport during the time the air meet is in progress.

60.8307 (h). Complete description of all events, showing time and qualification for entry.

60.8308 (i). Detailed description of method of policing, particularly as to methods of preventing spectators or unauthorized persons from entering restricted areas. Also, detailed description of the provisions for compliance with CAR 60.8912.

60.8309 (j). Copy of rules and regulations covering the conduct of the air meet. These regulations shall conform substantially with the rules prescribed in CAR 60.89 and shall include such additional rules as, in the opinion of the operator, are necessary for the particular meet involved, including the proposed method of local air traffic control for the operation of all aircraft during the time of such air meet and until the air operations have returned to normal.

60.84. *Application for Class 2 Air Meet Permit:* In order to enable the Secretary to make adequate investigation and to permit publication and distribution of field rules and regulations, if any, for the protection of the public and for the benefit of those engaged in aeronautics, any person or persons desiring a permit for the conduct of a Class 2 Air Meet shall make application to the Secretary, or to the Bureau supervising aeronautical inspector whose office is in the district in which such meet will be held, at least 5 days prior to the holding of such proposed air meet, upon a form to be supplied for the purpose, which form shall contain at least the following information:

60.8400 (a). Name, address and telephone number of the person or persons making the application.

60.8401 (b). Names and addresses of sponsors or backers, if any, of the air meet other than the applicant.

60.8402 (c). List of the names of the personnel charged with operation of the air meet and their duties.

60.8403 (d). Statement that permission will be obtained from State or local authorities for conduct of the air meet prior to the holding of such meet.

60.8404 (e). Statement that permission will be obtained for the use of the airport or other landing area.

60.8405 (f). Map or sketch of airport or other landing area and race course, if any, showing the course in relation to obstructions, congested areas, grandstand or spectators' seats, and parking areas.

60.8406 (g). Schedule of airline operation in and out of, or in the vicinity of, the airport or landing area during the time the air meet is in progress.

60.8407 (h). Complete description of all events, showing time and qualification of entry.

60.8408 (i). Detailed description of method of policing, particularly as to methods of preventing spectators or unauthorized persons from entering restricted areas.

60.85. *Issuance:* Upon approval of an application duly made, data submitted and investigations and inspections completed, an air meet permit will be issued in appropriate form.

60.86. *Duration:* An air meet permit will be granted for a limited time only and for a specific purpose, which time and purpose will be clearly stated in such permit.

60.87. *Non-Transferability:* An air meet permit is not transferable.

60.88. *Suspension and Revocation:* An air meet permit may be suspended or revoked by the Secretary for any of the following reasons:

60.880 (a). Any false statement on the part of the person making application for such permit or in any information accompanying the application.

60.881 (b). Adverse weather conditions affecting the safety of the public or those engaged in aeronautics, as determined by the local Bureau inspector.

60.882. (c). Failure of those in charge of the air meet to properly enforce any term or condition in the air meet permit.

60.883 (d). Violation of any term or condition contained in the permit granted for the air meet.

60.884 (e). Violation of any provision of the Air Commerce Act or any rule or regulations duly promulgated thereunder.

60.89. *Air Meet Rules:* The following rules shall apply to, and govern the conduct of, all Class 1 and Class 2 air meets for which a permit may be issued by the Secretary.

60.8900 (a) No person shall be permitted to take part in any air meet until he has furnished the air meet officials a signed statement to the effect that he has read the rules and regulations governing such meets, and which obligates him to abide by all local and Department of Commerce rules and regulations.

60.8901 (b). No person shall be permitted on the operations area of an airport or flying field during any air meet held thereon, except the operating personnel, contestants and their crews, police, State and Federal aeronautics officials and inspectors, and authorized press, radio and photographer personnel.

60.8902 (c). A white dead line paralleling the area reserved for spectators and at least 200 feet in front of such area shall be provided by the air meet officials and the crossing by any aircraft of this dead line in the direction of the spectators will result in the suspension of the certificate of the operator of such aircraft.

60.8903 (d). The air meet management shall be held responsible for the proper policing of the air meet area within the airport and for other suitable provisions to insure that all spectators and unauthorized persons are kept off prohibited areas.

60.8904 (e). No air meet event shall be conducted unless the operations area of the airport or flying field is clear, the operating personnel are present, sufficient police or guards are on duty and at their posts, no other air operations are going on and scheduled airline aircraft are not flying in the vicinity.

60.8905 (f). Participants in racing events shall not come in closer proximity to other participating aircraft than 50 feet, and a participant must be not less than 150 feet in the lead before cutting into the same lane of plane or planes just passed.

60.8906 (g). No aircraft shall be flown toward, over, nor within 200 feet horizontally of, the grandstand or spectators.

60.8907 (h). No aircraft performing acrobatics shall be flown toward or over the grandstands or spectators nor within 500 feet thereof.

60.8908 (i). No object shall be dropped or released from aircraft in connection with an air meet which will fall over, toward, nor within 500 feet of, the grandstands or spectators.

60.8909 (j). Race-horse-starts shall be prohibited except when such starts provide for minimum spacing from wing tip to wing tip of at least 100 feet between participating aircraft and then only in case the take-off area is suitable for such starts and a scattering pylon is used for the first pylon, which scattering pylon must be located at least one mile from the boundary of the airport.

60.8910 (k). The home pylon shall be located at least 800 feet from the grandstands or spectators, and racing aircraft shall not be flown toward, over, or within a minimum distance of 500 feet horizontally of, the grandstands or spectators. The home stretches of all race courses shall be parallel to the grandstands and other sections provided for spectators.

60.8911 (l). For purposes of controlling traffic at, and in the vicinity of, an airport or other landing area used for an air meet, signals shall be located either near the announcer's stand or near the home pylon and shall consist either of a large white letter "O" indicating open, and a large white letter "X" indicating closed, or by the words spelled in large white letters on the ground, "OPEN" or "CLOSED", as the case may be. Such signals shall be so constructed as to be easily legible from 2,000 feet altitude and these signals shall be properly operated during the period of the air meet to indicate whether the airport is open for landing to non-participants in the meet, or whether it is closed. For the safety and convenience of non-participating aircraft, the airport or landing area shall be declared open for landing and take-off purposes for a period of 5 minutes at not more than 30 minute intervals during the air meet.

60.8912 (m). A physician and ambulance and a fully equipped emergency truck shall be available at the air meet for emergency use. This provision is mandatory for Class 1 Air Meets only.

60.9. MISCELLANEOUS AIR TRAFFIC RULES

60.90. *Non-Application of Air Traffic Rules:* The air traffic rules, or any particular air traffic rule, shall not apply in the following cases:

60.900 (a). When special circumstances render non-observance necessary to avoid immediate danger, or when such non-observance is required because of stress of weather conditions which could not reasonably have been foreseen, or other unavoidable causes. Such non-observance shall be reported within 24 hours in full detail by letter to the Secretary, including the emergency making such non-observance necessary, the results accomplished by non-observance, and when regular observance was resumed after the emergency had passed. In such case of non-observance if, after investigation by the Secretary, non-observance is deemed to have been necessary in the interests of safety, no infraction of these rules will have been incurred.

60.901 (b). When the public safety, the safety of those engaged in aeronautics or the interests of sound fostering and promotion of aeronautics is deemed by the Secretary to require a non-observance of the air traffic rules, or any particular rules, as evidence by a certificate of non-application issued by, or under the authority of, the Secretary.

60.91. *Certificate of Non-Application:* A certificate of non-application of air traffic rules will be issued for a limited time and will specifically set forth the subject matter involved, the time limits involved, and will be strictly construed. Requests for such certificate shall be addressed to the Secretary at least ten days before the certificate applied for is to have effect.

60.910. Surrender—Upon notice from a duly authorized Bureau inspector of the suspension of a certificate of non-application by such inspector or by the Secretary, and upon the demand of either of the same for the surrender of such certificate, or upon notice from the Secretary of the revocation of such certificate, the holder thereof shall immediately surrender such certificate to such inspector or immediately return such certificate to the Secretary, as the case may be.

60.92. *Aircraft on Water:* Seaplanes on the water shall navigate according to the laws and regulations of the United States governing the navigation and operation of watercraft, except as otherwise provided in these regulations.

60.93. *Aircraft Model Flying Activities, Supervision of:* No model aircraft shall be flown from, or over, any airport or landing field unless permission therefor, in writing, has been secured from the airport manager or his duly authorized representative. The airport manager shall designate the portion of the field to be used and shall take all necessary precautions to assure the safety of the public on the ground and of aircraft in the air. Rules governing the conduct of such activity shall be drawn and shall include:

60.930 (a). The definite boundaries of the area to be utilized.

60.931 (b). The periods of suspensions of activity before, during and after any scheduled or other aircraft operations.

60.932 (c). The limitation of duration of flight of the models.

60.933 (d). Procedure for the retrieving of models.

60.934 (e). Notification by the airport manager to all model operators so engaged of the rules as drawn.

Approved, to take effect March 31, 1938.

[SEAL]
DANIEL C. ROPER,
Secretary of Commerce.

APPENDIX A

Presidential Airspace Reservations

The following airspace reservation has been set apart by order of the President, by Executive Order No. 5211, October 19, 1929:

Aberdeen Proving Ground, portions of the Fort Hoyle and the Edgewood Arsenal Military Reservations, and portions of Bush River, Gunpowder River and Chesapeake Bay, all in the State of Maryland, as more particularly shown by the designation of said areas on official aeronautical charts.

The following airspace reservations have been set apart by order of the President, by Executive Order No. 7138, August 12, 1935:

Picatinny Arsenal, Dover, New Jersey.
Savanna Ordnance Depot, Savanna, Illinois.
Nansomond Ordnance Depot, Portsmouth, Virginia.
Wingate Ordnance Depot, Gallup, New Mexico.
Camp Stanley Ordnance Reservations, Leon Springs, Texas.
Fort Hancock, Sandy Hook, New Jersey.
Fort Saulsbury, about 4 miles east of Milford, Delaware.
Fort Pickens, western portion of Santa Rose Island, Pensacola Bay, Florida.
Fort Barry, near Point Bonita Lighthouse, San Francisco Bay, California.
Fort Canby, near Cape Disappointment Lighthouse, Washington.
Fort Casey, near Admiralty Head Lighthouse, Washington.
Naval Ammunition Depot, Hingham, Massachusetts.
Naval Ammunition Depot, Fort Lafayette, New York.
Naval Ammunition Depot, Lake Denmark, New Jersey.
Naval Ammunition Depot, St. Juliens Creek, Virginia.
Naval Ammunition Depot, Hawthorne, Nevada.
Naval Ammunition Depot, Mare Island, California.
Naval Ammunition Depot, Puget Sound, Washington.
Naval Mine Depot, Yorktown, Virginia.
Naval Torpedo Station, Newport, Rhode Island.
Naval Torpedo Station, Keyport, Washington.
Naval Ordnance Plant, Baldwin, Long Island, New York.
Naval Fuel Depot, San Diego, California.
That part of the Aleutian Islands, Alaska, with their territorial waters, lying west of the 167th meridian.

The following harbors were declared to be reserved areas by Executive Order No. 5281, dated February 17, 1930, and navigation of aircraft within the airspace above the same was put under the authority of the United States Navy Department:

Tortugas, Florida.
Great Harbor, Culebra, Canal Zone.
Guantanamo Naval Station, Cuba.
Pearl Harbor, Hawaii.
Guam.
Subic Bay, Philippine Islands.
Kiska, Aleutian Islands.

APPENDIX B

State Airspace Reservations

None at present.

APPENDIX C

Restricted Areas Under Other Federal Agencies

The following areas are under the administrative control of the United States Navy Department, and application should be made thereto for information as to aeronautical regulations:

Samoa (including Tutuila and various smaller islands).
Midway Island.
Wake Island (with a few adjacent small islands).

APPENDIX D

Bureau Airway Traffic Control Stations

The following is a list of Bureau Airway Traffic Control Stations:

Burbank, California.
Chicago, Illinois.
Cleveland, Ohio.
Detroit, Michigan.
Newark, New Jersey.
Oakland, California.
Pittsburgh, Pennsylvania.
Washington, D. C.

[F. R. Doc. 38-673; Filed, March 4, 1938; 2:02 p. m.]

FARM CREDIT ADMINISTRATION.

[FCA 81]

Conditional Payments by Borrowers for Subsequent Credit Upon Indebtedness to Land Bank

Pursuant to the authority of paragraph Eighteenth of Section 13 of the Federal Farm Loan Act, as amended, (Section 17 of the Farm Credit Act of 1937), the following rules and regulations are hereby prescribed for the efficient execution of the provisions of said paragraph:

1. Conditional payments under the provisions of paragraph Eighteenth of Section 13 of the Federal Farm Loan Act, as amended, shall be accepted by a land bank only for subsequent credit upon indebtedness to the bank incurred pursuant to Section 12 or 16 of said Act (12 U. S. C. 771, 818).

2. Wherever used in these Regulations the term "balance of unapplied conditional payments" shall mean the amount of unapplied conditional payments to the credit of the borrower, including interest thereon allowed to the borrower.

3. The terms and conditions upon which any conditional payment is accepted shall

(*a*) Identify the indebtedness in connection with which the conditional payment is accepted.

(*b*) Specify the rate of interest which shall be allowed by the bank, in accordance with regulations of the Farm Credit Administration, on the conditional payment.

(*c*) Provide that interest allowed upon the conditional payment shall be credited to the borrower and held by the bank in the same manner in which the conditional payment is credited to the borrower and held by the bank.

(*d*) Provide that the bank shall, out of and to the extent of the balance of unapplied conditional payments held in connection with the indebtedness, as the borrower may direct in writing, pay any portion of said indebtedness as the same becomes due and payable and, after five years from the date upon which the borrower's loan was made, upon any regular installment date, pay in advance any portion of or all the principal of the indebtedness.

(*e*) Provide that at its option the bank may, out of and to the extent of the balance of unapplied conditional payments held in connection with the indebtedness, pay any portion of said indebtedness as and when the same becomes due and payable if it is not otherwise paid by the borrower at or before maturity.

(*f*) Provide that if at any time after five years from the date when the borrower's loan was made the balance of unapplied conditional payments held in connection with the indebtedness, equals or exceeds the total thereof, the whole indebtedness shall become due and payable at once and shall be paid out of such balance.

(*g*) Provide that if at any time before five years from the date when the borrower's loan was made, the balance of unapplied conditional payments equals or exceeds the total of the indebtedness, at the option of the bank the whole indebtedness shall be paid out of such balance.

(*h*) Provide that any balance of unapplied conditional payments held in connection with the indebtedness, shall be refunded to the borrower by the bank when the indebtedness is paid in full.

(*i*) Provide that any balance of unapplied conditional payments held in connection with the indebtedness, shall be applied to the unpaid balance thereof prior to a transfer of title to the loan by the bank.

(*j*) Be consistent with law and with any applicable rules and regulations prescribed by the Farm Credit Administration.

4. Except with the written approval of the Land Bank Commissioner, the rate of interest allowed by a land bank upon conditional payments shall not exceed 3 per cent per annum or the interest rate in the last series of farm loan bonds issued by the bank or a rate 1 per cent per annum less than the loan rate specified in the mortgage securing the indebtedness in connection with which the conditional payment is held, whichever is the lower.

5. A land bank shall not accept conditional payments to an amount exceeding the unpaid balance of the indebtedness in connection with which the conditional payments are held.

6. Interest shall not be allowed upon any amount which has not been held for the credit of the borrower as an unapplied conditional payment for a period of at least one month.

7. Interest allowed on conditional payments shall be credited to the borrower upon regular installment dates, provided, however, that where such payments are held in connection with loans with annual installment dates interest allowed may be credited upon the regular installment dates and the dates midway between such installment dates; provided, further, that interest allowed shall be credited to the borrower at any time when the loan in connection with which the conditional payments are held is paid in full or the entire balance of conditional payments to the credit of the borrower is applied upon the loan.

8. A conditional payment shall not be accepted in connection with a delinquent indebtedness.

[SEAL] A. S. Goss,
Land Bank Commissioner.

[F. R. Doc. 38-695; Filed, March 8, 1938; 12:14 p. m.]

FEDERAL HOME LOAN BANK BOARD.

Amendment to Rules and Regulations for Federal Savings and Loan Associations

PERMITTING FEDERAL ASSOCIATIONS TO LEND ON INSURED LOANS UP TO THE PERCENTAGE OF APPRAISED VALUE PERMITTED UNDER THE NATIONAL HOUSING ACT, AS AMENDED

Be it resolved, That pursuant to authority vested in the Federal Home Loan Bank Board by subsection (a) of Section 5 of the Home Owners' Loan Act of 1933 (12 U. S. C. 1464 (a)), the first sentence of subsection (b) of Section 39[1] of the Rules and Regulations for Federal Savings and Loan Associations is hereby amended by striking the period at the end thereof and by adding the following:

"unless insured under the National Housing Act, as amended, in which event any percentage of appraised value permitted under the National Housing Act, as amended, may be loaned."

Be it further resolved, That, it being deemed that this amendment is of an emergency character, said amendment shall be effective immediately.

Adopted by the Federal Home Loan Bank Board on March 7, 1938.

[SEAL] H. Caulsen, *Assistant Secretary.*

[F. R. Doc. 38-692; Filed, March 8, 1938; 10:59 a. m.]

INTERNATIONAL FISHERIES COMMISSION.

Regulations Adopted Pursuant to the Pacific Halibut Fishery Convention Between the United States of America and the Dominion of Canada, Signed January 29, 1937

REGULATORY AREAS

1. The convention waters shall be divided into the following areas, all directions given being magnetic.

(*a*) Area 1 shall include all convention waters southeast of a line running northeast and southwest through Willapa Bay Light on Cape Shoalwater, as shown on Chart 6185, published in May, 1926, by the United States Coast and Geodetic Survey, which light is approximately in latitude 46°43′07″ N., longitude 124°04′18″ W.

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[1] 1 F. R. 2107.

(*b*) Area 2 shall include all convention waters off the coasts of the United States of America and of Alaska and of the Dominion of Canada between Area 1 and a line running through the most westerly point of Glacier Bay, Alaska, to Cape Spencer Light as shown on Chart 8304, published in September, 1923, by the United States Coast and Geodetic Survey, which light is approximately latitude 58°11'48'' N., longitude 136°38'24'' W., thence south one-quarter east and is exclusive of the areas closed to all halibut fishing in Section 10 of these regulations.

(*c*) Area 3 shall include all the convention waters off the coast of Alaska that are between Area 2 and a straight line running south from the southwestern extremity of Cape Sagak on Umnak Island, at a point approximately latitude 52°41'25'' N., longitude 168°58'05'' W., and that are south of the Alaska Peninsula and of the Aleutian Islands including the intervening straits or passes.

(*d*) Area 4 shall include all convention waters not included in Areas 1, 2, and 3, and those areas defined in Section 10.

LIMIT OF CATCH IN EACH AREA

2. The catch of halibut to be taken during the halibut fishing season of 1938 from Area 2 shall be limited to approximately 22,700,000 pounds of salable halibut, and from Area 3 to approximately 25,300,000 pounds of salable halibut, or, if the International Fisheries Commission shall at any time so decide, the catch shall not be limited separately in Areas 2 and 3, but shall be limited to 48,000,000 pounds of salable halibut from the combined Areas 2 and 3, the weights in each or any such limit to be computed as with heads off and entrails removed. The International Fisheries Commission shall as early in the said year as is practicable determine the date on which it deems each such limit of catch will be attained, and the limit of each such catch shall then be that which shall be taken prior to said date, and fishing for or catching of halibut in the area or areas to which such limit applies shall at that date be prohibited until after the end of the closed season as defined and modified in Section 3 of these regulations, except as provided in Section 5 thereof and in Article I of the Convention, and provided that if it shall at any time become evident to the International Fisheries Commission that the limit will not be reached by such date, it may substitute another date.

LENGTH OF CLOSED SEASON

3. (*a*) Under the authority of Article I of the aforesaid Convention the closed season as therein defined shall be modified so as to end at 12 midnight of March 31 of each year and shall begin at 12 midnight of November 30 of each year unless an earlier date is determined upon for any area under the provisions of this Section paragraph (*b*) of these regulations, provided that the International Fisheries Commission may fix any date subsequent to November 1 as the commencement of the closed season regardless of the catch which it deems will be attained by such date.

(*b*) Under authority of Article I of the Convention the closed season as therein defined shall begin in each area on the date on which the limit is reached as hereinbefore provided, and the closing of such area or areas shall be taken to have been duly approved unless before the said date either the President of the United States of America or the Governor General of Canada shall have signified his disapproval, (the onus of proving any such signification being upon the person alleging it) and provided that the closure of Area 2 or 3, whichever shall be later, shall apply to Area 4 and that the closure of Area 2 shall apply to Area 1, and provided further that nothing in this regulation shall prohibit the fishing for other species of fish and fishing by the International Fisheries Commission as provided for in Article I of the Convention.

LAST DEPARTURE FOR AREA 3

4. After any date on which the International Fisheries Commission shall deem that the vessels which have departed for Area 3 prior to that date or which are known to be fishing in Area 3 shall suffice to catch the limit which is set for that area in Section 2, the departure for halibut fishing in the said area of any vessel from any port or place, or from any receiving vessel or station shall be prohibited during the remainder of the season when the said area is open to halibut fishing; provided that vessels which have departed for halibut fishing prior to said date and which shall hold a valid license as herein provided in Section 7 for halibut fishing may within ten days of entrance therein again depart from any port or harbor en route to or in the vicinity of the fishing grounds when such port or harbor is uninhabited, and from any port or from any place within a port at which halibut shall not have been landed, transferred, or discharged by said vessel since the said date, when said port or place has been entered solely for shelter, repairs or supplies, and provided further that the place of departure may be designated for any port by the customs or enforcing officer in authority who may there or elsewhere at his discretion inspect the cargo of any departing vessel which he may have reason to believe has entered with halibut on board.

RETENTION OF HALIBUT TAKEN WITH OTHER FISH

5. There may be retained in possession on any vessel which shall have a permit as provided in Section 6 (b) that halibut which is taken incidentally to fishing by that vessel with set lines for other species not to exceed at any time one pound of halibut for each seven pounds of other species, not including salmon, and such halibut may be sold as the catch of said vessel, the weight of all such fish to be computed as provided in Section 2 for halibut. Halibut retained under such permit shall not be landed or otherwise removed from the catching vessel until all halibut on board shall have been reported to a customs or other authorized officer of either Government nor shall any vessel receive it for transportation unless it shall be reported to the said officer prior to departure from port, and it and all fish of other species shall be removed from the catching vessel under such supervision as the said officer may deem advisable. Such halibut shall not be purchased or held in possession by any person other than the master, operator or crew of the catching vessel in excess of the proportion herein allowed until such excess whatever its origin shall have been forfeited and surrendered to the customs or other authorized officers of either Government. All purchasers shall make statistical return as to the halibut and as to the other species landed therewith within such time as the supervising officer shall require.

The International Fisheries Commission shall determine a date in each calendar year for each area after which no permit shall be granted and a date after which no permit shall be valid for retention of halibut caught therein, provided that permits shall not be valid after the closure of the last area open to halibut fishing in convention waters.

ISSUANCE OF LICENSES AND PERMITS

6. (*a*) All vessels of any tonnage which shall fish for halibut in any manner or hold halibut in possession in any area, or which shall transport halibut otherwise than as a common carrier documented by the respective Governments for the carriage of freight, must be licensed by the International Fisheries Commission, provided that vessels of less than five net tons or vessels fishing otherwise than with set lines or bottom nets or trawls, need not be licensed during the open season prior to the date after which departure for any area shall be prohibited under Section 4 of these regulations.

Each licensed vessel shall carry this license on board at all times while at sea whether it is validated for halibut fishing or endorsed with a permit as hereinafter provided, and this license shall at all times be subject to inspection by authorized officers of either Government or by representatives of the International Fisheries Commission.

The license shall be issued without fee by the customs officers of either Government or by representatives of the International Fisheries Commission. Licenses issued under the Convention for the preservation of the halibut fishery signed May 9, 1930, shall be regarded as issued under the supplanting Convention signed January 29, 1937.

A new license may be issued by the officer accepting statistical return at any time to vessels which have furnished proof of loss of the license form previously issued, or when there shall be no further space for record thereon, providing the receipt of statistical return shall be shown on the new form for any halibut or other species taken during or after the voyage upon which loss occurred. The old license form shall be forwarded in each case to the International Fisheries Commission.

(*b*) Any vessel which shall be used in fishing for other species than halibut in any area closed to halibut fishing, or which shall depart for fishing in any area when departure for halibut fishing therein is prohibited, must have a permit if it shall retain, land or sell any halibut caught incidentally to such fishing or possess any halibut of any origin during such fishing, as provided in Section 5. The permit shall be shown by endorsement of the issuing officer on the face of the halibut license form held by said vessel and shall terminate at the time of first landing thereafter of fish of any species and a new permit may be granted in accordance with Section 7. A permit shall not be issued to any vessel which shall have halibut on board taken while licensed to fish in an open area unless such halibut shall be considered as taken under the issued permit and as thereby subject to forfeiture when landed if in excess of the amount permitted in Section 5. A permit shall not be issued to, or be valid if held by, any vessel which shall fish with other than set lines.

CONDITIONS LIMITING VALIDITY OF LICENSES AND PERMITS

7. The license or permit of any vessel shall not be valid unless the license is validated or the permit is granted before departure is allowed from the port of last clearance prior to each fishing operation for which statistical returns are required. This validation of a license or granting of a permit shall be by customs officers and shall not be made unless the area or areas in which the vessel will fish is entered on the license form and unless the provisions of Section 8 (a) and 8 (b) have been complied with for all landings and all fishing operations since issue of the license or permit provided that if the master or operator of any vessel shall fail to comply with the provisions of Section 8 (a) and 8 (b) the license or permit of such vessel may be validated or issued by customs officers or authorized representatives of the International Fisheries Commission only upon evidence either that there has been a judicial determination of the offense or that the said master or operator is no longer responsible for, nor sharing in, the operations of said vessel.

The license shall not be valid for halibut fishing in any area closed to halibut fishing or for the possession of halibut in any area closed to halibut fishing except while in transit to or within a port of sale, nor shall it be valid for halibut fishing in any area while a permit endorsed thereon is in effect, nor shall it be validated while halibut taken under such permit is on board.

When departure for halibut fishing in Area 3 has been prohibited as provided in Section 4, the license of any vessel which shall fish for halibut or retain halibut in possession within that area shall not be valid, nor be validated, for halibut fishing after any landing, transfer, or sale of halibut by such vessel subsequent to the date of this prohibition. Such license shall not be valid, nor be validated, after any entry into a port at which there shall be customs officers or others authorized to accept statistical return or to validate licenses unless the arrival of the vessel shall have been reported to such officers prior to any lading or discharge of cargo, and unless such information shall have been provided or inspection made as they shall require and unless statistical return supported by a sworn statement shall have been made showing that said vessel discharged no halibut since departure for halibut fishing was permitted, whereupon if the provisions of these regulations have otherwise been complied with, the license may be again validated and departure permitted as provided in Section 4.

STATISTICAL RETURN BY VESSELS

8. (*a*) Statistical return as to the amount of halibut taken during fishing operations must be made by the master or operator of any licensed vessel and as to the amount of halibut and other species by the master or operator of any vessel operating under permit as provided for in Sections 5 and 6 (b), within 48 hours of landing, sale or transfer of halibut or of first port entry thereafter, except that within any area in which the catch is not limited by these regulations the master or operator of a licensed vessel shall make statistical returns at such times as are required by the customs officers or the International Fisheries Commission, but shall at all times keep with the license form such records as are necessary to make such return. The statistical return must state the port of landing, the amount of each species taken within each area defined in these regulations, and the dates of operation in each area. The total return must include all halibut landed or transferred to other vessels and all halibut held in possession on board and must be full, true and correct in all respects herein required. A copy of such return must be forwarded to the International Fisheries Commission at such times as the latter shall require.

The master or operator and/or any person engaged on shares in the operation of any vessel licensed or holding a permit under these regulations may be required by the International Fisheries Commission or by any officer authorized to receive such return to certify to its correctness to the best of his information and belief and to support the certificate by a sworn statement. Validation of a license or issuance of a permit after such sworn return is made shall be provisional and shall not render the license or permit valid in case the return shall later be shown to be false or fraudulently made.

(*b*) The master or operator of any vessel holding a license or permit under these regulations shall keep an accurate log of all fishing operations including therein date, locality, amount of gear used, and the amount of halibut taken daily in each such locality. This log record shall be open to inspection of representatives of the International Fisheries Commission authorized for this purpose. The master, operator and/or any other person engaged on shares in the operation of any vessel licensed under these regulations may be required by the International Fisheries Commission or by any officer of either Government to certify to the correctness of such log record to the best of his information and belief and to support the certificate by a sworn statement.

STATISTICAL RETURNS BY OTHERS

9. All persons, firms, or corporations that shall buy halibut or receive halibut for any purpose from fishing or transporting vessels shall keep and on request furnish to customs officers or to any enforcing officer of either Government or to the International Fisheries Commission, records of each purchase or receipt of halibut, showing date, locality, name of vessel, person, firm or corporation purchased or received from and the amount in pounds according to trade categories of the halibut and other species landed with the halibut, providing that such return must be made to customs or enforcing officers within such time as they shall require after the purchase or landing of any halibut caught or landed by a vessel operating under permit, as provided in Sections 5 and 6 (b). Such persons, firms, or corporations may be required to certify to the correctness of such records and to support the certificate by a sworn statement. The knowing possession by such persons, firms or corporations of halibut taken by an unlicensed vessel, or a vessel without permit when such license or permit is required shall be prohibited.

CLOSED SMALL HALIBUT GROUNDS

10. The following areas having been found to be populated by small immature halibut, are hereby closed to all

halibut fishing and the possession of halibut of any origin is prohibited therein during fishing for other species:

First, that area in the waters off the coast of Alaska within the following boundary as stated in terms of the magnetic compass unless otherwise indicated; from the north extremity of Cape Ulitka, Noyes Island, approximately latitude 55°33′42″ N., longitude 133°43′39″ W., to the south extremity of Wood Island, approximately latitude 55°39′38″ N., longitude 133°42′32″ W.; thence to the east extremity of Timbered Islet, approximately latitude 55°41′42″ N., longitude 133°47′45″ W.; thence to the true west extremity of Timbered Islet, approximately latitude 55°41′41″ N., longitude 133°48′04″ W.; thence southwest three-quarters south sixteen and five-eighths miles to a point approximately latitude 55°35′00″ N., longitude 134°14′45″ W.; thence southeast by south twelve and five-eighths miles to a point approximately latitude 55°22′24″ N., longitude 134°13′05″ W.; thence northeast fourteen miles to the southern extremity of Cape Addington, Noyes Island, latitude 55°26′06″ N., longitude 133°49′14″ W.; and to the point of origin on Cape Ulitka. The boundary lines herein indicated shall be determined from Chart 8157, as published by the United States Coast and Geodetic Survey at Washington, D. C., in April, 1925, except for the point of Cape Addington which shall be determined from Chart 8158, as published by the United States Coast and Geodetic Survey in December, 1923, provided that the duly authorized officers of the United States of America may at any time place a plainly visible mark or marks at any point or points as nearly as practicable on the boundary line defined herein, and such mark or marks shall thereafter be considered as correctly defining said boundary.

Second, that area lying in the waters off the north coast of Graham Island, British Columbia, within the following boundary: From the northwest extremity of Wiah Point, latitude 54°06′50″ N., longitude 132°19′18″ W., true north five and one-half miles to a point approximately latitude 54°12′20″ N., longitude 132°19′18″ W.; thence true east approximately sixteen and three-tenths miles to a point which shall lie northwest (according to magnetic compass at any time) of the highest point of Tow Hill, Graham Island, latitude 54°04′24″ N., longitude 131°48′00″ W.; thence southeast to the said highest point of Tow Hill. The points on the shoreline of the above mentioned island shall be determined from Chart 3754, published at the Admiralty, London, April 11, 1911, provided that the duly authorized officers of the Dominion of Canada may at any time place a plainly visible mark or marks at any point or points as nearly as practicable on the boundary line defined herein, and such marks shall thereafter be considered as correctly defining said boundary.

DORY GEAR PROHIBITED IN AREAS 1 AND 2

11. The use of any hand gurdy or other appliance in hauling halibut gear by hand power in any dory or small boat operated from a vessel licensed under the provisions of these regulations is prohibited in Areas 1 and 2.

SET NETS PROHIBITED

12. It is prohibited to take or to retain halibut with a set net of any kind or to have in possession any halibut while using any such net for other species of fish, nor shall any license or permit held by any vessel under these regulations be valid during the use or possession on board of any such net.

SUPERSEDE PREVIOUS REGULATIONS

13. These regulations shall supersede all previous regulations[1] adopted pursuant to the Convention between the United States of America and the Dominion of Canada for preservation of the halibut fishery of the northern Pacific Ocean and Bering Sea, signed January 29, 1937. Any determination made by the International Fisheries Commission pursuant to these regulations shall become effective immediately.

Edward W. Allen,
Chairman.
Frank T. Bell.
A. J. Whitmore.
L. W. Patmore, *Secretary.*

Approved:
Franklin D Roosevelt
Feb. 26, 1938.

[F. R. Doc. 38-691; Filed, March 8, 1938; 9:34 a. m.]

SECURITIES AND EXCHANGE COMMISSION.

United States of America—Before the Securities and Exchange Commission

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 8th day of March, A. D. 1938.

[File No. 43-106]

IN THE MATTER OF GARDNER ELECTRIC LIGHT COMPANY

NOTICE OF AND ORDER FOR HEARING

A declaration pursuant to section 7 of the Public Utility Holding Company Act of 1935, having been duly filed with this Commission by Gardner Electric Light Company, of Gardner, Massachusetts, a subsidiary of New England Power Association, a registered holding company, regarding the issue and sale by declarant of $400,000 aggregate principal amount of unsecured promissory notes, payable one year after date, and bearing interest at the rate of 3% per annum, in two notes of equal amounts to The First National Bank of Boston, and The Chase National Bank of the city of New York, to provide funds for the payment of bank loans, demand notes and to reimburse declarant's treasury for capital expenditures.

It is ordered, That a hearing on such matter be held on March 25, 1938, at ten o'clock in the forenoon of that day, at the Securities and Exchange Building, 1778 Pennsylvania Avenue NW., Washington, D. C. On such day the hearing-room clerk in Room 1102 will advise as to the room where such hearing will be held. At such hearing, if in respect of any declaration, cause shall be shown why such declaration shall become effective.

It is further ordered, That Charles S. Moore or any other officer or officers of the Commission designated by it for that purpose shall preside at the hearings in such matter. The officer so designated to preside at any such hearing is hereby authorized to exercise all powers granted to the Commission under section 18 (c) of said Act and to continue or postpone said hearing from time to time or to a date thereafter to be fixed by such presiding officer.

Notice of such hearing is hereby given to such declarant or applicant and to any other person whose participation in such proceeding may be in the public interest or for the protection of investors or consumers. It is requested that any person desiring to be heard or to be admitted as a party to such proceeding shall file a notice to that effect with the Commission on or before March 21, 1938.

By the Commission.

[SEAL] **Francis P. Brassor**, *Secretary.*

[F. R. Doc. 38-694; Filed, March 8, 1938; 11:31 a. m.]

United States of America—Before the Securities and Exchange Commission

At a regular session of the Securities and Exchange Commission, held at its office in the City of Washington, D. C., on the 7th day of March, A. D. 1938.

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[1] 2 F. R. 1704 (DI).

[File No. 2-2561]

IN THE MATTER OF SOUTH UMPQUA MINING COMPANY

STOP ORDER

This matter coming on to be heard by the Commission on the registration statement of registrant South Umpqua Mining Company, an Oregon corporation, after confirmed telegraphic notice by the Commission to said registrant that it appears that said registration statement includes untrue statements of material facts and omits to state material facts required to be stated therein and omits to state material facts necessary to make the statements therein not misleading, and upon evidence received upon the allegations made in the notice of hearing[1] duly served by the Commission on said registrant, and the Commission having duly considered the matter, and finding that said registration statement includes untrue statements of material facts and omits to state material facts required to be stated therein and material facts necessary to make the statements therein not misleading in Items 3, 19, 27, 29, 36, 38 and 54, the accountant's certificate, Exhibit I, the prospectus, and in the failure to furnish consents to the use of their names by certain experts, all as more fully set forth in the Commission's Findings of Fact and Opinion this day issued, and the Commission being now fully advised in the premises,

It is ordered, Pursuant to Section 8 (d) of the Securities Act of 1933, as amended, that the effectiveness of the registration statement filed by South Umpqua Mining Company, an Oregon corporation, be and the same hereby is suspended.

By direction of the Commission.

[SEAL] FRANCIS P. BRASSOR, *Secretary*.

[F. R. Doc. 38-693; Filed, March 8, 1938; 11:31 a. m.]

UNITED STATES MARITIME COMMISSION.

[General Order No. 23]

RULES AND REGULATIONS REGARDING CADET OFFICERS AND CADETS UPON VESSELS OPERATED FOR THE ACCOUNT OF THE UNITED STATES MARITIME COMMISSION AND UPON VESSELS OPERATING UNDER SUBSIDY AGREEMENTS

1. Effective March 15, 1938, there are established the ratings, "Cadet Officer" and "Cadet."

2. (*a*) *Cadet officer*.—Qualifications for the rating "Cadet Officer" shall be: graduation from the State Nautical school of Pennsylvania, Massachusetts, New York, or California, the U. S. Naval Academy or the U. S. Coast Guard Academy, or from such other school or academy specifically approved by this Commission, who is also licensed as Third Mate or Third Assistant Engineer.

(*b*) *Cadet*.—The rating "cadet" shall designate any person meeting requirements to be established and who is on the Commission's eligible list hereinafter described and who is in training or to be trained for a license as Third Mate or Third Assistant Engineer.

3. *Compensation*—(*a*) *Cadet officers*.—Compensation for cadet officers shall be at the rate of $75.00 per month and cadet officers shall have in all other respects the perquisites and privileges of a licensed officer.

(*b*) *Cadets*.—Compensation for cadets shall be at a rate of $50.00 per month. While traveling, cadets shall be furnished an allowance for subsistence at the rate of $3.25 per day, except where subsistence is included with transportation. When meals are not furnished, cadets shall receive a subsistence allowance of $2.50 per day, and, when required to sleep ashore, they shall receive an allowance of $1.75 per night for lodging.

4. *Quarters*.—All cadet officers and cadets shall be quartered with licensed personnel.

5. *Age limits*.—At the time of appointment cadet officers shall be not less than 19 and not more than 23 years of age; cadets shall be not less than 18 and not more than 23 years of age.

6. *Eligible list*.—The Division of Maritime Personnel shall examine all applications for cadet officers and cadets and shall compile an eligible list in each classification. After March 15, 1938, appointment of cadet officers and cadets shall be made exclusively from among those on the eligible list. Operators of vessels with an operating subsidy and the Division of Operations and Traffic of this Commission may select from this eligible list cadet officers or cadets for vessels under their respective jurisdiction.

7. The number of cadet officers or cadets, deck and engine, required to be carried will be prescribed by the Commission in the establishment of minimum manning scales for each individual vessel operating under subsidy contracts.

By order of the United States Maritime Commission.

[SEAL] W. C. PEET, JR., *Secretary*.

[F. R. Doc. 38-690; Filed, March 7, 1938; 3:09 p. m.]

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[1] 1 F. R. 2083.